

REMARKS

ON

MR. JUSTICE BROWN'S REPORT

TO THE COMMITTEE APPOINTED TO PROMOTE THE ST. LAWRENCE AND
LAKE HURON RAILROAD, *via* PETERBOROUGH,

CONTRASTED

WITH A MORE INLAND ROUTE, *via* SMITH'S FALLS, PERTH, &c.;

TO WHICH IS ADDED,

A Glimpse at the Future Prospects of the Route,

OF WHICH THIS CONTEMPLATED RAILWAY WILL FORM A PROMINENT AND
ESSENTIAL LINK.

BY LIEUT.-COLONEL PLAYFAIR, R. L. M.

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PERTH:

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GEORGIAN BAY RAILROAD,

TO THE EDITOR OF THE "BRITISH STANDARD."

SIR,—Enclosed I send you some extracts from the Report of Mr. Justice Brown, relative to the St. Lawrence and Lake Huron Railroad, with remarks thereon. Also on the policy of constructing the same contiguous to the magnificent navigation of the Lake Ontario and River St. Lawrence, parallel and in direct opposition to the Provincial Trunk Railway; contrasted with a more inland route, *via* Smith's Falls, Perth, &c., and thence between the great lumbering Rivers Mississippi and Madawaska, until it reaches the waters of the Georgian Bay on Lake Huron. By inserting the same in your paper, you will oblige

Your obedient Servant,

A. W. PLAYFAIR,

Bathurst, September 1, 1852.

TO THE READER.

I feel it a task of no ordinary nature, and requires me to summon all my moral courage, to take the field with an opponent so able—a gentleman of the learned profession of the law—"whose nights have been spent at the lamp, and days in the forum," and by talent raised to the honours of the Bench. But I am actuated by a strong conviction of the rectitude of my cause, the truth of my assertions, and the ultimate benefit of the enterprise, both as to return of capital expended and improvement of the country. Under these circumstances, I submit my crude thoughts to a generous and discerning public, with all their imperfections, only asking the one favour—an impartial verdict. And in taking a review of the Report submitted by Mr. Justice Brown to the committee appointed to promote the construction of the St. Lawrence and Lake Huron Railway, it is not with a view of criticism—for I admire the zeal, patriotism and perseverance with which it is compiled, after much labour and research—but above all I admire the object, and wrote publicly to promote the same, as my letters show previous to his having taken the field; and the lengthened extracts that I mean to quote will fully show the value I put on the general arguments in favour of the enterprise, and I perfectly coincide with him in the correct view which he has taken, and has expressed in the Report on page sixteen, which I here quote:—"A railway is not a temporary "but a permanent thoroughfare; any unnecessary "distance, curves, or steep grades, would be a perpetual drag upon the business of the road; such "disadvantages would continually and daily increase the costs of transportation, thus adding

"hundreds to hundreds, thousands to thousands, "and millions to millions, to the end of time." I suggest the question: Would not an injudicious choice in the locality of a Railway act on the same principles, and have the same disastrous effect? Would not the continual abstraction of freight by magnificent steam navigation—and passengers by a parallel Railway—and a continual tapping at Lake and River ports, two-thirds of the whole route—"be "a perpetual drag upon the business of the "road?" Would not "such disadvantages continually "and daily increase the cost of transportation, thus "adding hundreds to hundreds, thousands to thousands, and millions to millions, to the end of time?" I leave the decision of this question to an intelligent public. The locality of the route is the only point in which we differ; and on passing through the Report my object will be, in any observations that I may make, to show that the route *via* Smith's Falls and Perth is vastly superior in many respects as a commercial highway, and, consequently, a dividend speculation. Notwithstanding the zeal, enterprise, genius, and indomitable perseverance of some of the master-spirits of the age, whom we may compare to men standing on a lofty mountain, discerning the first dawn of light, while all beneath them are slumbering in darkness—with the main bulk of a commercial and speculating world, dividend is the wind that fills their sails; dividend the ballast to the car of commerce; dividend the generator and wheels and wings to the locomotive: it is pounds, shillings and pence that run through every vein and issue from every pore; it is the hope of a remunerating dividend that tunnels the mountain, elevates the valleys, clears the forests, and lays down the track of the Iron Horse, "annihilating almost time and space."

As there has been much said relative to the Southern and Northern route of the Main Trunk Railway from Montreal to Kingston, I wish it to be distinctly understood, that when I say Southern route, I mean the proposed route for the Georgian Bay Railroad, *via* Peterboro'; and when I say Northern route, I mean the proposed route for the Georgian Bay Railroad, *via* Smith's Falls, Perth, &c., &c.

In the first page it is stated, that "the projected Railway will connect the River St. Lawrence with Lake Huron." I observe this is the object of both routes. The next statement is:—"The distance is two hundred miles; variation from a straight line may increase the length of the Railway some fifteen

miles." It must diverge from the direct point in both the proposed routes on account of the Lakes; and in this particular, there is nothing to boast of on either side—by the map they appear to be about equal. "That runs through the interior of Canada" (I should say it was scarcely skin deep) "West, at no point nearer than about thirty miles from Lake Ontario." Our maps most probably differ: by the most recent, I find Peterboro' about twenty-five, or at most twenty-six from the Lake.

FEASIBILITY OF ROUTE.

"The highest summit is about 588 feet above Lake Ontario, and 228 feet above Lake Huron; from the St. Lawrence westerly, it is not less than 140 miles to the summit level, and about sixty miles descending 228 feet to Lake Huron; from three to five feet in the mile will overcome the summit either way."

It is a rule in common law that a prisoner is considered innocent until he has been found guilty. Now the Northern route has not been surveyed; and as we start from the same place (viz., Prescott) and terminate at the same sheet of water, the intervening obstacles of both routes out of the question, we would both have the same grade, and so far *stand on equal footing*.

GENERAL CHARACTER OF THE COUNTRY.

"The face of the country is generally level and gently rolling. From the St. Lawrence River through the Townships of Augusta, Elizabeth Town, Kitley, Bastard and Crosby, the country is quite level and well improved."

So far we can go with you neck and neck. From the St. Lawrence River through the Townships of Augusta, Elizabeth Town, Kitley, Elmsly, Drummond, and Bathurst, the country is quite level and well improved.

"Between the Rideau Canal and Marmora would be encountered what is called the Thousand Island range, which is more broken, but not mountainous. The country improves as it recedes northerly from the St. Lawrence River. The line bears sufficiently north to avoid any engineering difficulties. From Marmora to Peterboro', the surface is more even, and well adapted to the construction of a Railway. The first ten miles west of Peterboro', the land is rolling, and some low gravel ridges will be encountered; the excavation of which will be compensated by the excellent material obtained for the road bed. The remainder of the way to within fourteen miles of the Georgian Bay is a very level country, through which the cheapest class of Railways can be constructed. From Orillia to the Bay is a more rolling surface, which presents no serious obstruction, nor will it require any heavy or expensive work. Upon the whole line, abundance of timber, and all other requisite material necessary for building the road, can be obtained with very little expense. But seldom will be found in any country a route of equal extent as favourable for constructing a Railway. The section of Canada to be opened by the proposed Railway, is situated easterly and westerly between

"the St. Lawrence River and Georgian Bay, southerly and northerly between Lake Ontario and the Ottawa River. It contains a territory equal to five New England States, which have a population of two millions. A high ridge extends along the northern shore of Lake Ontario, in some places at an elevation of seven or eight hundred feet: it scarcely at any point recedes twelve miles from the shore. Northerly of it, lies a valley about four hundred feet above the Lake, and averaging some thirty miles in width, through which runs the line of this Railway. A chain of navigable Lakes lies nearly parallel to Lake Ontario along the opposite side of this ridge. The River Trent, which takes its rise from one of them, runs a long way easterly before finding a passage through this high barrier, where it falls into the Bay of Quinte; a chain of numerous Lakes also skirts the northerly side of this valley, formed by streams from a higher range of land lying along the southern bank of the Ottawa River."

The next observation is what is termed the Thousand Islands' range. Both routes have to encounter this granite formation, which runs across the country—and it will be somewhat expensive making a Railway through it in any place. Next, it is admitted that "the country improves as it recedes northerly from the St. Lawrence River," and the line bears sufficiently north to avoid any engineering difficulties. Better go further north to avoid NEVER-ENDING DIFFICULTIES. The projected line now enters a fertile valley—some thirty miles back—well settled, good improvements, &c.; and as the Railway runs only thirty miles back of Lake Ontario, and as there is a ridge of high land running parallel with the Lake twelve miles back of the same, the Railway will run within eighteen miles of this ridge.

That will be eighteen miles on the south side of the Railway, and twelve miles on the north side, said to contain a territory equal to five New England States, which have a population of 2,000,000. Dense population depends on occupation, trade, manufactures, &c., &c. London has upwards of 2,000,000 of inhabitants, and is not as large as one of our Townships. The route that I am contending for has a tract that would support the surplus population of Great Britain and Ireland, ninety miles by sixty, sixty per cent. fit for settlement; and the intended Northern Railroad line runs through it.

Just as this document was going to press, a letter appeared in print, written by James H. Burke, Esq., of Bytown (a son of my old comrade in arms, the gallant Colonel Burke of the late 100th Regiment). It is much to the purpose, and its appearance will, like the Prussians at Waterloo, decide the contest between the two routes. It is as follows:—

"Sir,—I perceive that a company has been formed for the construction of a Railroad from Prescott *via* Perth and unsurveyed territory to Georgian Bay. Should the Government grant the required land in the unsurveyed territory, *this is the most promising*

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Railroad scheme mooted in Canada. I have a thorough acquaintance with the greater portion of the unsurveyed lands through which the line must pass, derived chiefly from actual observation. Five years a resident in that wilderness, I have tracked on the trail of the Indian—the blaze of the hunter—the surveyors' line—and lumberman's road. Having recently travelled through a portion of Vermont and New York States by railway, I am bound to say that the Ottawa and Lake Huron territory, particularly that portion through which such a Railroad as that contemplated must pass, is superior in *soil and surface* to that portion of the States alluded to, through which the Railroad passes between Burlington, Vermont, and Troy, New York. The Prescott and Georgian Bay Railroad would people this territory, bring its immense agricultural and manufacturing resources into play, and give a value to the lands such as otherwise it could never attain. Two ranges of townships bordering the road would be worth more in the market than the whole territory as it now stands. The government would therefore make no sacrifice in granting the breadth of a Township clear through. While I feel such is the case, I am satisfied the land comprised within five miles on each side of the road would realize one half the sum named as the Capital Stock of the Company with the Railroad passing through it; and as a guarantee is superior to any Township debentures, foreign capital will be found to carry out this enterprise, if the Government meet the Company's views in a proper spirit. Every man having the welfare of the Valley of the Ottawa at heart must feel a hope that it may be successful.

I am, Sir, yours, &c.

"JAMES H. BURKE."

TIMBER—FROM BROWN'S REPORT,—page 6.

"A great variety of timber is found in this part of Canada. In some places extensive forests of large and tall white oak, mixed with maple, elm and other kinds of timber, are to be met with. Frequently large sized white pine and white oak are also inter-mixed. North of this line are vast forests of pine, oak, and other valuable timber: immense quantities could annually be deposited at the various stations along the Railway. This now wild region would become the source of great wealth—a rich trade, the returns of which would furnish the country with a large amount of capital. More than a quarter of a century will this timber furnish the road with a large amount of tonnage. The lake and other water communications extending north, when connected by plank and macadamised roads, would afford convenient facilities for bringing out this timber from a great distance. The increased demand would warrant the increased expense—as fast as the timber was exhausted, the land would be tilled and cultivated. This new source would more than supply the deficiency of freight consequent on the gradual diminution of timber."

This is applicable to both routes; and I coincide in the opinion, only that the timber will be made and drawn to the line in sleighing time, and not wait for plank and macadamised roads. In commenting on this Report, the only difficulty with me is, what figure to multiply the above estimate with, both as to the quantity of lumber and the number of years it will last; as the northern route will pass through a

dense forest 150 miles in length, with groves of white and red pine, said to be inexhaustible, much of which the white man's axe has never entered. In this it must be admitted that the northern route has a most decided and lasting preference.

IRON MINES,—page 7.

"At Marmora is one of the best iron mines in Canada. It is said to be inexhaustible, and that the ore is of a rich and superior quality. Water power and all other facilities are near at hand. The proposed line of Railway passes in its immediate vicinity. So inviting was this rich mine, that its isolated position and want of outlet did not prevent the establishment of expensive iron works at this place. The construction of this road will enable the enterprising owner to be amply remunerated. Other iron mines, which have not been fully opened, are in various localities convenient to the Railway; these will also be worked, employing numerous labourers, and thus greatly increase the population. The manufacture of iron would confer a two-fold benefit, by furnishing freight for export and import supplies."

In this particular the northern route is not one whit behind, for in its vicinity there is iron sufficient to belt the world; and the only difficulty will be the attraction to the instruments in surveying the line and townships.

LEAD MINES,—page 8.

"In the Township of Bedford, near the line of Railway, a lead mine has been discovered. Examinations and samples have led to the belief that lead will be developed in this vicinity. Its locality is in the Thousand Island granite range, which crosses the St. Lawrence river from the State of New York into Canada. In this peculiar formation is not only the best iron ore, but also mines of lead and copper. The Rossie lead mines in the County of St. Lawrence are in the same rocky range. Recently has been discovered in the Township of Macomb, adjoining Rossie, a very valuable lead mine, upon what is called the Jadson tract, the name of the proprietor. It is now being, it is said, profitably worked, and promises a rich return to the owner. Geological indications on the Canada side are equally favourable. It is but a reasonable expectation, therefore, that this granite region is as rich in mineral wealth on the north as on the south side of the line, and that Canada will be as much enriched from this source as has been the State of New York."

The above is very encouraging. I am quite happy to hear it; and as we have a very good share of the granite formation on the northern side of the line, we may perhaps meet with some riches that we did not expect. All I can say at present is, we have iron ore in abundance, and some specimens of as pure lead as ever came in a caddy from Canton. May this information and encouragement inoculate some of our sturdy young men with an inflammatory mineral fever, equal to either California, Australia, or Queen Charlotte's Island.

MARBLE QUARRIES.

"These quarries lie in various localities along this line of Railway. Marble of an excellent quality and

in great varieties is obtained from them. The quarry opened at Beverley is similar to those worked in the State of Vermont. Like the marble of that State it will be exported for building material, flooring, ornamental furniture, monumental fixtures, and various other uses. No adequate means now exist to send this marble beyond the immediate vicinity of the quarries; but with Railway facilities, it will become an inexhaustible source of trade, and thus supply the road with a large amount of tonnage."

If the marble at Beverley is not inferior to that in the State of Vermont, and that the Vermont marble is exported to any considerable extent, it is obvious that in the event of a Railway passing near these quarries, a similar amount of trade and transport may be reasonably expected. And I may further remark, that the same description of marble that is obtained at Beverley is also in abundance in the Townships of Bathurst, Lanark, and Dalhousie on the Northern line; and according to a rule of Euclid, if A is equal to B, and B equal to C, A must be equal to C likewise. Now, if the marble in Beverley is equal to the marble in Vermont, and the marble in Bathurst is equal to the marble in Beverley, consequently the marble in Bathurst must be equal to the marble in Vermont; and the trade and transport, by the same rule, would be equal also.

So far, by my own argument, I have only made the two lines equal in this particular; but I shall assume a higher ground on the subject of trade and transport in favour of the northern route. Between the Mississippi and the Madawaska rivers, near the Mazan lake, is, I think I may use the term, a marble region of pure white, resembling double-refined loaf sugar, almost equal if not quite to Italian statuary marble. This, no doubt, will cause an immense way trade to the northern line, and throw the southern route, in this particular, far in the shade.

WATER POWER,—page 9.

"No equal extent of country is more favourably situated for manufacturing operations. Nor is there any other where such facilities are more required, or could be employed to greater profit; here the raw material can be produced to an unlimited extent. To manufacture the grain, wool, timber, ores, and marble, and various other products raised and obtained in this rich and extensive territory, will require a large amount of water power. The great variety of Lakes stretching along both sides of the Railway, seem nature's intended arrangement for hydraulic purposes. The different heights are therefore an interesting item in the geography of this country—and essential to a full understanding of its extent of water power."

The northern line being in a state of nature, and not surveyed into Townships as a greater part of the southern line is, I therefore cannot go into minute particulars on the various water-powers, as my friend the Judge does. But I can say, that the intended line will run between the great lumbering Rivers Mississippi and Madawaska, with their chains of

Lakes, &c.; and that water power is most abundant, according to what I know by experience, and what I have ascertained from various sources—that the line will run between these rivers, the same as the Southern route is described in the valley of thirty miles wide—that the tributaries to the various Lakes, and these two Rivers, will amply supply all the wants of that part of the country, for manufactures by hydraulic power.

EASTERN TERMINUS,—page 12.

"This Railway will terminate easterly on the River St. Lawrence. Its channel between this and the Railway station at Ogdensburgh, is seldom if ever obstructed by ice, nor is it dammed up with floating masses: the current is sufficient to carry them down over the rapids below. This great river is not affected by freshets or sudden changes; it rises and falls periodically about three feet. The channel might be made a convenient crossing-place for freight cars. Piers could be extended from the shores, leaving an opening of some five hundred or a thousand feet: with a rightly-constructed flat boat, trains could be crossed over with little delay. Any loss or expense of transhipment can thus be avoided, and from Lake Huron to tide water will be an unbroken and continuous line of Railway."

I repeat there is no difference of opinion between us respecting the Eastern terminus; but I would observe, that the Grand Provincial Trunk Railway could not take much of the freight from the St. Lawrence and Huron Railway, if it only crossed the track almost at right angles at Perth, or some other place between it and Prescott, instead of running nearly parallel for so many miles; and I further with confidence assert, that much depends on the choice of the Northern route to the prosperity of the Eastern terminus and its locality. If the Railway strikes off directly by Smith's Falls into the interior of the country, a large and flourishing commercial city will spring up, equal, if not superior, to any in Canada West. Again, follow the suicidal policy of the Southern route; be content with the freight and passengers the Navigation and Provincial Trunk Railway may leave you, and build up Cobourg, at the expense of Prescott and Brockville—and your die is cast; your ruin (comparatively speaking) is inevitable; and a monument of folly erected to your memory at your own cost!

What has caused Hamilton, which in the late war, had only one solitary house, to become one of the most flourishing cities in Canada? The answer is obvious: A back country. What has raised Toronto, which, at the same period, was a muddy hole with a few houses, to become a magnificent English city? The same cause: A back country. What has caused Kingston, with all the advantages it enjoyed so many years—the head of batteau, and the foot of ship navigation, with all the profits of the army and navy establishments pouring their treasures from the

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Imperial coffers into her lap—to make so little progress as a city? I assert, the WANT of a back country! augmented by the injudicious management of her leading men, in expending her resources and directing her energies into a wrong channel; deluging her in debt to build a mammoth market-house; paralyzing public spirit; and instead of leading the van in the frontier cities, leaving her at a stand still. Had the capital been expended in a judicious way—in a macadamized road in the rear of the city, to the most fertile tract of land for settlement, and to the tributaries of the Ottawa—they would have displayed some common sense; and I would further observe, if the Kingston people do not throw all their weight into the scale of the Northern route of the Grand Provincial Trunk Railway passing up through Bytown, Perth, and a fertile back country, they will be still blind to their own interest. A frontier railway may take away accumulated produce from the frontier towns and cities, and consume goods, but it is the rear that supports the front. Let the leading men of Kingston, Brockville, and Prescott maturely and deliberately consider the movement they are about to make, before it is too late.

The most illiterate pioneer in the French army, after the disastrous Russian campaign, could tell that the great General had made a bad movement; but it required the skill, experience and foresight of a Murat to point and warn the sanguine conqueror whose brow was adorned with laurels, and whose victorious army had planted the French standard on most of the capitals of the continent of Europe, of the impending ruin of the finest and best equipped army that ever existed. May not leading men in civil affairs make most egregious blunders also? But I will conclude this article by observing, that I should not envy the notoriety (and, in my humble opinion, the sanity), of the member for that locality who would present the application for a charter and Government guarantee, and stand up on the floor of the House to support the same, for the southern route from Prescott to the Georgian Bay.

EASTERN TERMINUS.

"First,—with the St. Lawrence River. This great natural outlet to the ocean will thus be restored to a portion of its legitimate trade, diverted by the New York canals to tide-water, through the valleys of the Mohawk and Hudson.

"2. With the proposed line of Railway to Montreal, Quebec, and Halifax.

"3. With the Railway connecting with or at Montreal.

"And lastly, with the Ogdensburgh Railway, and thus with the New England roads, leading by numerous and various routes through the Eastern manufacturing towns and cities, to Boston—and also, those down the valleys of Lake Champlain, the Connecticut river and Hudson, to the city of New York.

"These four direct connections would all be greatly benefited by opening this new and shorter channel of trade to the West. It would draw to them respectively, Western produce that otherwise would never be diverted from the southern routes.

"All of these lines of Railways now constructed, or commenced, with but a single and comparatively unimportant exception, are of the same gauge. It would not therefore be necessary to tranship from Lake Huron to Boston, or any other eastern destination. This important consideration alone would induce to this route a large amount of trade which otherwise would not be obtained. It would be very unwise to disregard it; the stronger inducements held out by this new commercial channel, the greater would be its competition with other routes, and thus all of these connections must share in such increased business.

"No other place could be selected for the Eastern Terminus, combining so many unrivalled advantages. The crossing is the most feasible between Quebec and Niagara. The same cars, with scarcely any impediments laden with the rich products of the West, could distribute the same along the lines of more than *Two Thousand miles of Railway.*"

I think my friend labours under a great mistake in saying, "This great natural outlet to the ocean will thus be restored to a portion of its legitimate trade, diverted by the New York canals,"—for if any one thing more than another can divert the trade to the New York canals, it would be the southern route, direct from Ogdensburgh to Oswego—thence to Albany on the Hudson—and thence to New York in four hours. The remaining part of these observations on the eastern connection, is much to the purpose, and in my opinion more suitable to the northern than to the southern route, as the more extensive back country on the former, will (with the exception of the consumption of the Lumbering community), have no other outlet but this one line of railway; therefore its overplus produce will be confined to one channel, and concentrate a more abundant supply to the places already mentioned. I would conclude this part of the subject by observing that, in addition to what has been stated as to the eastern connections, we may also mention the Rideau canal communicating with Kingston at the foot of Lake Ontario, at one end, and Bytown, on the Grand River, at the other—and also, the Railway from Prescott to that great Lumber depot.

"A railway is now in process of construction from the City of Toronto to the Georgian Bay. This road will be an important connecting link between the Great Western and other westerly railways, and the St. Lawrence and Lake Huron road. So far from being competing lines, they will confer mutual benefit."

This is past my comprehension. It may strengthen the opinion of the beneficial results of a railway to those waters, when we see the wisdom, talent, and treasures of the mercantile community of the flourishing City of Toronto embarked in the enterprise,

and we may certainly draw the inference, that if it is beneficial for Toronto, it would be beneficial for other cities, towns, and villages, on its route to Atlantic ports. But its through trade will be from the waters of the Huron, to the waters of the Ontario, both alike in that respect. All the difference will be, that the one terminus is at Toronto—the other at Cobourg; and as I have not the preliminary Surveys, I cannot say which will be the best grade, or meet with the greatest engineering difficulties. Also, in my opinion, some of the way-trade will be diverted from the Peterborough route as laid down in this report; at Orillia will be the depot for the Peterborough route; and the flourishing town of Barrie will be a depot for the Toronto line. These places being only fifteen or sixteen miles apart, they must certainly divide the transport of the produce in the vicinity of Lake Simcoe. On the same page—

“Initiatory steps are being taken to establish a branch between Peterborough and Lake Ontario, with a terminus at Cobourg and Port Hope. These towns will derive far more benefit than from a railway passing through them along the Lake shore. They would be places of transshipment, and thus become depots for produce destined for Lake Ontario. This ever-increasing commerce would make them large flourishing places.”

This supports my opinion as expressed in my letter addressed to the shareholders of the Boston and Ogdensburgh Railroad Company previous to my seeing this Report, or hearing of the intention of the inhabitants of Port Hope and Cobourg. I will only add, that should this southern route, in the face of common sense, be madly persisted in, Cobourg will prove a vortex—a perfect maelstrom to the freight of the line.

A Railway from the Georgian Bay, via Peterborough, to Cobourg, is unquestionably a good and a reasonable speculation. No man of local knowledge can say anything against it. It is from thence to Prescott that the suicidal policy lies, and many may agitate that part of road, that will take good care to have but a small share in its liabilities. But twenty or thirty thousand dollars per mile, of foreign capital expended in their locality is a good thing, not to be met with every day; therefore a few days since a person of my acquaintance asked a very intelligent gentleman of the long robe, what he thought of their railroad scheme. The reply was, “Oh, most admirable! push it ahead all you can. Agitate—agitate, but my private advice to you is, take as few shares in it yourself as possible.”

“Kingston is a very important place for the terminus of a branch. This, with the St. Lawrence, Lake Ontario, Rideau Canal, and Railways terminating on the opposite side of the navigable waters, ought to satisfy this city. Greater advantages seldom fall to the lot of any inland place. This branch terminus would also become a great depository of

produce to be shipped to various destinations, and would therefore be far more advantageous to Kingston than a Lake shore road.”

I think this savours a little of special pleading, and that my friend has forgotten his ascension to the Bench. If this case was before a jury of Kingstonians, I might for a certainty anticipate a verdict in direct opposition to the opinion of the Judge.

To make Kingston flourish requires internal communication unquestionably; and a Main Trunk also—that Trunk to recede northerly between it and Montreal as much as possible, to skirt the fertile valley of the Ottawa. It must pass through the granite formation, go which way it will—and once through that, they have a level country, well inhabited, and highly cultivated in general, and extremely fertile. What more could be desired for a Railway route? for way freight and proximity to the St. Lawrence must inevitably divide the traffic with the navigation, and of course reduce the dividend, and be less beneficial to Kingston as a depository for farm produce.

LOCAL BENEFITS.

“So diversified will be the direct and indirect advantages of this road, no attempt will be made to enumerate their ultimate results. To level down hills and fill up valleys, and stretch along such artificial channels over two hundred miles of iron pathway, is an enterprize worthy of the most patriotic efforts. The mind can but faintly perceive the magnitude of such permanent work, operated the year round, by steam power, equally enduring, and far more advantageous than a navigable, but, in winter, ice-bound river. If not a new creation, it is nothing less than opening a new and lasting commercial thoroughfare thro’ what would otherwise remain an interior and secluded region. A revolution changing the physical and social character of its inhabitants, effected, not by war and bloodshed, but by peaceful industry. It will promote moral and intellectual refinement, as well as commercial improvement.—Greatly superior has ever been considered the lot of that people, favoured by convenient facilities of widely extended social intercourse, to those deprived of such advantages, and for which no pecuniary consideration could be any adequate equivalent.”

I perfectly coincide in opinion with the above, as to the local benefits; but often think in reading the report, that my friend's car has got off the rails of the southern, and is moving at railroad speed on the northern route—his observations being frequently more suitable to the latter. He speaks of “opening a lasting commercial thoroughfare through what would otherwise ever remain an interior and secluded region.” This is certainly more applicable to the northern than the southern route, with its fertile valley, intelligent inhabitants, numerous municipalities that could raise such vast sums for railway purposes, (viz., £250,000), and the immense amount of way trade, as laid down at upwards of £200,000 per annum. But I will most heartily forgive him,

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if he gets off, seventy times seven in a day; and if his car will run on the northern line, it shall go toll-free, and welcome, with a general invitation to himself and all his friends.

CONSTRUCTION.

"Expending a million or more of pounds in any section of the country, is a great local benefit. Such has been the effect wherever improvements have been made in any State of the American Union.—The outlay of the capital produced a state of immediate prosperity, which the work when completed not only maintained, but continually increased.—This expenditure is not like those mercantile operations which send the money out of the country to pay for foreign commodities. It is first brought into the country, and then expended for a permanent investment, never to be taken away. However large, therefore, the local subscriptions may be, towards the construction of the work, instead of impoverishing, would be more than counterbalanced by such local expenditure of money."

To which I add, that foreign capital would, with the rapidity of the electric fluid, diffuse itself through every avenue of commerce, and no more would be felt the want of a cash market in the locality of its expenditure. Public works not only create a demand for the labor of man and beast, but for manufactured goods and every description of farm produce. The market would commence with the work and continue until it was completed. When the road would be open to convey what was not wanted at home, to a foreign market, a commercial revolution would be the event, and no more would be felt the burthen on the community of the credit system, with orders, due-bills, truck, interest, &c. Emancipation from *barterism*, that bane to good feeling between the merchants and their customers, would be banished from society, and *Cash down* would be the order of the day—"a consummation most devoutly to be wished."

MANUFACTURING.

"Great would be the local benefits derived from this source. This great wheat growing country would manufacture the flour, and also the barrels in which it was sent to market. The great quantity and quality of water-power, so conveniently distributed over this whole section, would be brought into use; staves, heading, and all other kinds of lumber would be worked into various shapes for export. Iron, lead, marble, and woolen factories would be erected; manufacturing towns built up, the population greatly increased, and this would become a prosperous and wealthy section of Canada."

All this applies to the northern as well as the southern route, and it is so much to the purpose that I cannot think of omitting it.

MARKET.

"The distance this section of Canada is from any reliable market must be a very serious detriment. Such inconveniences, unless obviated, will ever prevent its advancement; no adequate encouragement now exists to induce settlements, and extend culti-

vation. The more distant from market the more rapid will be the transportation of produce required; nothing short of railway facilities can therefore overcome this otherwise insurmountable difficulty. The cars would take produce in winter as well as in summer, without transshipment, to any city or town in New England, or to be shipped from the Atlantic to Old England."

The above statement is perfectly correct, and certainly more suitable to the northern route, with one exception—the consumption of the lumbering community. They are farther back, and of course labour under more privations for want of communications than those on the front route, for it would appear by the report that a great part of the way the people would be within thirty miles of the St. Lawrence and Lake Ontario.

"No part of America, of its size, consumes as much foreign produce as New England. Its soil is too sterile to encourage agricultural efforts. Hence American enterprise is directed to manufacturing, commercial, and other pursuits. Its population, therefore, continues rapidly increasing. Its consumption, then, of imported produce must be immense. It is difficult to arrive at any correct estimate. The cattle trade alone, at and in the immediate vicinity of Boston, amounts to over four millions of dollars annually. From this single item, in one locality, some conception may be formed of the vast consumption of various productions in all New England.

"The manufacturing products of the State of Massachusetts only, amounts annually to one hundred and twenty millions of dollars. This amount gives some idea what the whole would be, including the other five States. Railway facilities in all of them, connect with every manufacturing city, town, or other business place. Now completed or in a state of construction, are *Three Thousand Four Hundred and Twenty Miles of Railway*, at the present cost of One Hundred and Six Millions of Dollars.

"To send produce direct to New England consumers, free of expense and injury, by handling and trucking, would virtually change the relative position of this interior section. For all the benefits of trade its locality would not exceed *forty miles from the sea*: such is the equalizing power of railways.—Hence the people of this section should spare no efforts to better their commercial relations by thus overcoming distance.

"Since the opening of the Ogdensburgh road, that part of Canada convenient to its western terminus, has derived great benefits from it. After paying duties, the farmers have obtained better prices in New England, than could be had in Old England or her Provinces. They have found a ready market for all kinds of coarse grain, cattle, sheep, beef, mutton, pork, butter, cheese, and even potatoes, poultry and eggs. Purchasers from the east are continually in Canada, and the farmers have a market at their own doors. Every depot on the Ogdensburgh road is a Boston market. Such would also be the case with the St. Lawrence and Lake Huron railway. No two sections of North America are of more mutual benefit to each other, than could be New England and Canada."

The above needs no comment. It speaks volumes in favor of the enterprise—and the ultimate benefit to the Eastern and Western States, as well as Canada.

RISE OF REAL ESTATE.

"Twenty thousand square miles of territory will be more or less benefitted by this railway. It would open up this vast section of country, rapidly promote its settlement, and literally make the wilderness to 'bud and blossom as the rose.' Instead of wilderness and solitude, the shores of its lakes and rivers, its extensive valuable forests and rich farming lands, would all become the abode of a dense and enlightened population, and throughout its length and breadth exhibit industry, enterprise and wealth."

"Twelve millions and eight hundred thousand acres would be thus greatly increased in value, aside from water-power, town and village property; estimate this increase at the moderate sum of one pound five shillings per acre, would amount to sixteen millions of pounds. Add to this estimate the increased price of water-power, city, town, and village plots, and all the other sources, the aggregate would at least reach Twenty Five Millions of Pounds, or One Hundred Millions of Dollars."

This estimate at first sight in the aggregate seems astonishingly high. But on some parts of the immediate route, it is far too low. It is £125 increase on one hundred acres. I am sure even the plank road from Perth towards Lanark village has raised the value of some farms more than that sum, and the northern railroad would pass through lands, in consequence of their remote locality, that would not sell at present at any price. But let a first-rate iron highway run through them, and it will be like a navigable river, enhancing the value of the lands for forty or fifty miles from its banks, having its tributaries of plank and macadamized roads. But we will reduce the above calculation seventy-five per cent, for the sake of the sceptical in enterprise, and who have only the faculty of viewing things when they are accomplished, and it is still a large sum—six and a quarter millions of pounds, or twenty-five millions of dollars.

But again, the estimate of the produce on the southern line, and the transport of the same, is held up as a prominent item in its favour. I will throw in to the scale on the opposite side the following estimate of one branch of traffic, in the vicinity of the northern line:—The products of the Forest at Quebec are stated at the sum of £1,327,537—two-thirds of which sum may very justly be allowed to proceed from the Grand River and its tributaries, which would be £885,025; and according to the opinion of practical lumbermen, an average of two-thirds may be considered a fair calculation for supplies and men's wages. Then according to the above, there must be expended for supplies and men's wages on the Grand River and its tributaries the above sum of £885,025, or \$2,560,064 annually, which must cre-

ate a vast carrying trade. It may be said that the balance of the men's wages are not paid until they arrive at Quebec. That is true; but we will put as an offset, the lumber disposed of to the American market, which is not included in the estimate of lumber delivered at Quebec, which will more than balance the arrears of wages to the men. Then there will be more than two and a half millions of dollars annually expended on goods and produce, and the contemplated railway would have the transport of a considerable portion of the same.

The settled part of the northern line is in no way whatever behind the southern, either in quality of land, amount of produce according to the area of cultivation, or industry and intelligence of its inhabitants; and its municipalities will not be, according to their numbers, outdone. Perth has shown a precedent, by unanimously passing a resolution to take stock to the amount in the first instance of £10,000, and no doubt others will quickly follow her example.

But to make up the balance in the scale of this fertile valley producing so much way trade, with its settlers, municipalities, mills, minerals, water power, &c., &c., we throw into the credit of the northern route one hundred and fifty miles in length of wild lands, with all their timber, minerals, water power, &c., &c.; and if twenty thousand square miles be benefitted more or less on the southern route, a much larger amount may be estimated for the northern; and I support my assertion on two immovable propositions. The first is the much greater extent of territory not being winged by Lake Ontario on the one side; and secondly, the northern line being so far back, the improbability of losing any of its trade by being tapped.

At the above estimate of the quantity of land there would be twelve millions and eight hundred thousand dollars; and four millions of dollars would build the road, out and out, at an average of twenty thousand dollars per mile: there would thus be, at the low estimate of one dollar per acre, eight hundred thousand dollars to go to the Provincial funds. A small advance on the above price of five shillings would pay the expense of surveying the lands for sale, after the railway was begun.

There are the means; the substance lies within itself. The value is there on the ground. It is like a diamond in the rough, or marble in the quarry; it only wants the lapidary to polish, or the skilful hand of the sculptor to carve the ponderous Colossus.—This likewise only wants the machinery to be put in operation by the mind of man. Nature has accomplished her part; now let mind operate on matter, and the docket is struck—the fiat is stamped. The plan proposed to construct a railway across this neck of land in the great bend of the waters of the St.

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Lawrence, and so to save some seven hundred miles, is to petition the Provincial Government to grant to a Joint Stock Company, now formed in Perth, a portion of the public domain—say five miles on each side of said railway, on condition of completing the same—on which the Company will obtain foreign capital, commence the work, and survey and sell to actual settlers lands on each side of the railway,—and thus at once commence the settling of that wilderness, and build a magnificent commercial iron highway, which will inevitably draw into its vortex the manufactures of the East, and the products of the West, and form a connecting link in that great chain which is rapidly being forged in the minds of men, that will reach from the Atlantic to the Pacific, and form the future highway from the greater part of Europe to China.

And it may not be out of place here to observe, that one of the most engrossing subjects before the American government, if we can rely on the accounts in the public press, is the making over of the public domain to the several States for public improvements, such as Railways, Canals, Bridges, &c. &c., and the settlement of wild lands by emigrants from Europe. To support my assertions, I copy an article from the *Journal & Express* :—

“The Americans are well aware of the importance of settling their wild lands. Free farms to actual settlers are proposed to be given; this is at present a prevailing topic with our neighbours. Congress has passed a law to that effect. General Scott, in his letter accepting the Whig nomination, says :—

“If, by the partiality of my countrymen, I be elevated to the Chief Magistracy of the Union, I shall be ready, in my connection with Congress, to recommend, or approve of measures in regard to the management of the public domain, so as to secure as early a settlement of the same to actual settlers as possible, but consistent, nevertheless, with a due regard to the equal rights of the whole American people in that vast national inheritance.”

“Is Canada to wait till all the lands in the States are settled before she will make an effort to attract actual settlers? If not, let it at once be known that the land can be had as cheap in Canada, and on at least as good terms, as in the United States. There is too much wild land, which is held by government at a price which acts as a *premium* for emigration to the United States.”

If the Government grant the prayer of the people of the United Counties, viz. —for five miles of wild land on each side of the contemplated railway—it will go on, and then there will be a good opportunity for the Provincial Government to cope with the United States in giving free grants, without laying out any of the Provincial Funds. I understand that the free grants are to be alternate lots, so that by their settling they will enhance the value of the reserves which will be hereafter offered for sale; and very probable the price that will be obtained for the said reserves

will be as much or more than the whole is worth at present in a state of nature. Why not Canada do the same? This is sound policy. Settlement is better to the States than wild lands. Settlers soon become producers, thereby add to the national stock for exportation; also consumers of imported manufactures, thereby add to the general revenue of the government, and increase the maritime power, pay taxes which go to local improvements, perform statute labour which improves the highway, assist in developing the internal resources of the forest, form a militia for the defence of the country; and thus strengthen the nation physically, politically, and commercially. This is a right as plan, and must prosper if carried out by the authorities. Emigration is the legitimate way of relieving the distress of the superabundant population of the old world, and raising them in the scale of society, morally and physically and enriching them in the new one. In free grants no deed should be issued for some years; only a location ticket to them and their heirs—which should be like a pensioner's papers—no security for debt or transfer until the period assigned by law had expired, and settling conditions performed—and then only for debt contracted after that period. This would prevent speculators from entrapping unexpecting and ignorant emigrants, and prevent the lands, in a great measure, from falling into the hands of the rich, which would much retard the progress of settlement, by their retaining those lands in their own possession until actual settlers have made roads and other improvements, and then dispose of them at a great price on interest.

“The demand for sawed lumber continually increases. The great amount of pine, oak, and other valuable timber near the line of the road which would have no other outlet, must make a large lumber trade. The water-power, so convenient for its manufacture, would also increase the amount of this freight. Forty millions of feet would not be an over estimate for the sawed pine, oak, and other sawed lumber, board measure; nor twelve shillings and sixpence per thousand for its transportation over the road, which would amount to £25,000.

“Staves, heading, shingles, unsawed oak and all kinds of unsawed timber, may be estimated at 25,000 tons, and its transportation over the road at 12s. 6d. per ton, which would amount to £12,500.”

If the above estimate is correct, it must be applicable to the northern route, in the superlative degree, passing through a forest in all its primeval grandeur, with its lofty pines and majestic oaks, for at least 100 miles, its value undiminished by the hand of man. The timber duties, as well as the products of the land (made available by the railroad), would add much to the Provincial Exchequer. It must be obvious, then, to every unprejudiced mind, the interest of the Government and the interest of the Company

are reciprocal, and would have a general tendency to the benefit of the Province at large, and the mercantile and travelling community in particular.

"All Railways constructed for a reasonable expense, having a reliable local business, pay well. The through trade is generally more fluctuating, but the position of this road will make an exception to this rule. Its through trade will be no less permanent than the vast and increasing resources of the Great West, which can never be even temporarily diverted."

In the two last clauses of the above, we are of one heart and one mind; but I shall defer making any more observations on this subject until I notice the Western Terminus.

THROUGH TRADE.

"The largest amount of tonnage will come from the west: although the grade is but slight either way, it will be most favourable for this heavy freight. The unrivalled position of this Railway, affording an unbroken connection between Lake Huron and tide water, must make this trade very large on the opening of the road, and also a continual subsequent increase. The saving of distance and time, aside from expense, would be an important consideration. A vessel entering the Welland Canal, with a cargo of 3,000 barrels of flour—at the same time a freight train, with an equal quantity leaves Lake Huron—before the former would leave the canal the latter would arrive at its Eastern Terminus, if not reach Boston. No other proposed Railway promises to change, in the season of navigation, the transit of western produce to market. But this will compete in carrying heavy as well as light freights, with Lake vessels. Opening a new channel, calculated to change the tide of commerce, and thus exert so important an influence upon the carrying trade between New England and the Western States, must be regarded by all any way affected by it with deep interest. Express trains from the Western terminus would reach tide water in twenty-four hours. Boston would thus be but a day's journey from Lake Huron."

INCREASE OF WESTERN TRADE.

"Such increase has hitherto exceeded all speculation: new outlets fall greatly short of this yearly increase. No apprehension need be entertained by the old, therefore, that the present business will be diminished by new routes; nor should any jealousy be indulged in. Those by whose enterprise any new avenue is opened to the West, ought to be allowed to locate and construct the same on the manner they deem most favourable. A capitious opposition, emanating from supposed conflicting local interest, should not be permitted to interfere. Western producers, and Eastern consumers are strongly interested to have new routes opened for them. The more the better. Increase of commercial facilities tend to a corresponding increase in Western products and Eastern supplies. This Railway would, from its peculiarly favourable position, more than any other, have this desirable effect. It would be to the country, bordering on Lake Huron, Lake Michigan and Lake Superior, a preferable route. Even Detroit might divide its trade between Lake Erie and Georgian Bay. It is said that this Bay, at a point convenient for a Railway terminus, is generally open during the win-

ter; if this is so, vessels could pass between this Bay and Saginaw, and other Bays on the south side of Lake Huron bordering on Michigan, the year round. Saginaw Bay occupies a favourable position to accommodate this great wheat-growing State. The distance to this Bay would be about 200 miles, and 175 miles to Thunder Bay, lying a short distance westerly. A large amount of produce could be gathered cheaper at these points than any other in that State. The rapid growth of the country round Lake Superior will soon open a large new trade from that quarter. The commerce of this truly denominated great inland sea must ultimately be immense; as the extensive territories bordering on its southerly shore become settled, their agricultural products will go to market through this natural outlet. Those on the northerly side are not as favourable to agriculture; still, to a great extent, they will be cultivated. But bordering on this Lake is found a far greater source of commerce than any agricultural capabilities can furnish. *Here is one of the richest mineral regions in the world!* All this vast trade must naturally pass down the safe northern channels into Georgian Bay; unless the facilities at this point were insufficient, no part of it could be diverted by competition from any other quarter. Here then will be the great depot of what is properly denominated the Western world. No fear need be entertained as to rival routes connecting with this depot. None can now foresee how many railways will be required: three will ultimately be constructed, connecting the Georgian Bay with the St. Lawrence River, Lake Ontario and the Ottawa River."

A branch from the Grand or Ottawa River to the proposed Northern Route would answer the purpose much better, shortening the route, and save at least half a million of pounds; and this one proposition speaks volumes in favour of the Northern route. I anticipate it will be thus:—One Railway from the Georgian Bay to Toronto, already in progress—one also to Cobourg—one to the St. Lawrence at Prescott, passing through Perth and Smith's Falls, with a branch from the mouth of the Bonchere on the Ottawa, passing as contiguous as possible to the four chutes, and thence until it forms a junction with the main northern trunk.

I must observe, the inclination to the north that the Ottawa takes above the mouth of the Bonchere makes it obvious that to go higher up would augment the distance, and consequently the expense. Putting all engineering difficulties out of the question, the angle of departure to form a junction with the Northern route from the Ottawa would become more obtuse. Every foot you ascend that river above the place already mentioned, the direction of the northern route, after it enters the unsurveyed land, would be west; and the course of the Ottawa, above the Bonchere, for some distance, is nearly north-west, according to some maps.

But I will proceed with my quotations from the Judge's report; for putting aside our difference of opinion respecting the line of route, they please me

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better than anything I can write myself, they are so much to the purpose, and may be truly said to be *multum in parvo* to the point at issue.

EASTERN TRADE.

"The supplies from the east required in the west would furnish a large amount of return freight over this Railway. No other route could be as expeditious. Time is becoming more and more important in commercial operations; speed is therefore taken into consideration as much as the price. This route would have a decided advantage in both. The western merchant could obtain his goods by this a number of days sooner than by any other, and that, too, without any transhipment, from the Atlantic cities to Lake Huron. Debenture goods would be shipped by this route. Shipments might be made in winter, as well as in summer, from Liverpool to the Upper Lakes in fifteen days. A direct trade might thus be opened between Europe and the west, with only a change of cargo from the Atlantic vessels to the cars.

"New England manufactures would find their way to the Western States over this road. The mines would require a large amount of these and other supplies. Vast must be the amount of merchandise that would seek this channel to the Canadian and American shores of the Upper Lakes.

"This would also become the favourite route for emigrants. They would be much better accommodated this way, as to comfort, time, and expense; it would require less changes of luggage, and be less liable to losses or delays."

I here pass over the population of the counties on the southern route, having already said sufficient on that subject.

GOVERNMENT LANDS.

"The extended settlement that would be induced by this work will greatly enhance the value of a large tract of government lands. This involves an important public consideration. Not only will the Government be directly benefitted by it, but the best interests of the country will be promoted. Two-fold will be the weight of responsibility upon the Government to second the efforts of those endeavouring to accomplish this noble enterprise. Would it be regarded honourable, for any Government to fold its arms, and suffer unaided individual enterprise to thus promote its own particular interest? The American Government recently granted twelve miles in width of its lands, on both sides of a proposed Railway through the State of Illinois, not involving so many important public considerations to that country as this does to Canada. None confers greater general benefits, nor has therefore a greater right to demand public encouragement."

The following sentiments were written by me in the shape of a Memorial, previous to seeing the Report I have been commenting upon. The petitioners simply ask for a grant of a certain amount of the public lands for a great Provincial undertaking; and they are sanguine as to the result, for the following reasons:

That the united counties of Lanark and Renfrew have paid more to the Provincial funds than perhaps any county in Canada West. They, con-

ceive, therefore, that they have a just claim to the consideration of the Government.

They have been for years silent spectators to the expenditure of the Provincial funds on splendid improvements in various parts of the Province, such as canals, bridges, harbours, plank and macadamized roads, &c., and waited with patience, anticipating that their turn would come; but they perceive by long experience that their local situation commands little or no interest, and that almost all public improvements are either carried along the banks of the St. Lawrence or the Grand River, thereby leaving the county of Lanark, which is abutted by a dense forest, totally destitute of those advantages which other more favoured localities enjoy.

3. That they have every reason to expect from a just and honourable Government, when their case is thoroughly understood, the same paternal care and bounty extended to them that they have long seen extended to others; and especially as the county of Lanark is so peculiarly situated as to give her but little influence in the Legislature. They see no other means of emancipation from their present situation but by forming a Joint Stock Company to construct a Railway; by petitioning the Government to take their case into their most serious consideration, and grant the prayer of their petition, so that they may obtain an outlet to the West by its construction; the eastern terminus of which will be at Prescott—will pass through Smith's Falls and Perth, and thence west between the great lumbering Rivers Mississippi and Madawaska to the waters of the Georgian Bay on Lake Huron, its western terminus.

That the very restrictive nature of the late legislative enactment relating to the construction of railways effectually precludes even the application to the Provincial Parliament for a charter, until a certificate of the cashier of some chartered Bank in Canada West has been obtained, certifying that ten per cent. of the capital stock has been deposited; and as at least 150 miles of the route for the intended Railway is through an unsurveyed wilderness, there are but few municipalities to bear a share of the capital required; thus causing greater difficulty in obtaining funds than is met with in well-settled countries.

That they are convinced of the certain benefit that the said Railway communication would be, not only to the united counties of Lanark and Renfrew, but also to a great part of the Province; and that the lands prayed for are so far back that they are at present of no benefit whatever to the Government for settlement, and cannot be without their laying out a very large sum of money for a main trunk road. By the completion of the contemplated Railway, the

internal resources of the country would be developed, and a vast tract of land opened for Government survey and sale, thereby increasing the funds of the Province: it would also have a salutary influence on the tide of emigration, and would benefit the Province commercially, politically, and physically—reduce the price of supplies to some of the great lumbering rivers—scatter large sums of foreign capital for Canadian produce that otherwise would never find its way to our shores.

That public lands have repeatedly been granted in payment of surveys of townships; and public lands have been given in payment for cutting and making the most common description of road in Canada West; and that the United States' Government, with their great experience of the beneficial results to the republic of their 10,000 miles of Railway, have shown a precedent by granting a much greater quantity of the public domain, for the express purpose of rapidly opening a new country; and that applications are before Congress for other grants for a similar purpose; and the applicants are under no apprehension of a refusal of their request.

That the project is not novel in British America, for the Government of New Brunswick, with the sanction of the Legislature, have, in their deliberate wisdom, thought proper to appropriate a large quantity of public lands to obtain a similar object (ten miles on each side), viz., a Railway communication through an unsettled country, as an inducement for the embarkation of capital. And although not in exactly the same way, the object to be obtained is the same; and the beneficial results to the community at large would be the same. And "Corporations" and "private individuals" are permitted by the Act to take what amount of Stock they may think proper, and thereby be participants in the pecuniary benefits of the above grant of public lands; or, in other terms, the profits arising will be divided between the Government and the Stockholders, according to their several proportions of investment,—which constitutes it a Joint Stock Company to all intents and purposes. And the St. Lawrence and Georgian Bay Railroad Company would be extremely well pleased if the Government of Canada West would act similar to New Brunswick with respect to the Railroad now under consideration, and take it into their own hands.

That they could not for a moment entertain the idea that the Provincial Government would suffice individual enterprise and private capital to accomplish such a stupendous public improvement as a permanent iron commercial highway through a wilderness 150 miles in length (saving some 700 miles), and through lands inaccessible for settlement and which would not sell at public auction in

their present state at any price,—and immediately the Railroad was accomplished, offer the adjoining land on both sides, made valuable by private energy and indomitable perseverance, for sale at an advanced price in consequence of the Railroad making those lands not only saleable, but very desirable; and no doubt if advertised in Britain, they would be taken up with an unprecedented rapidity by a good class of settlers. The Canada Company sent home in 1850 £32,564, in cash, received for lands.

They think the Government would spurn the idea, and will give the momentous subject due consideration at their earliest convenience.

COMPARISON.

"It is not intended to disparage other routes, but simply to set forth the merits of this; nor do the friends of this project entertain any hostility to others, or regard them as competing lines. The best feeling of good-will is felt for the success of every suggested work. Nothing more is asked than to be placed upon equal footing with them."

My friend seems to be acquainted with the old Spanish proverb—"Those that live in glass houses should not throw stones." He knows how untenable his position is,—skirting the lake and St. Lawrence waters, and racing side by side with the Grand Provincial Trunk Railway. The odds at the least calculation, are two to one against him (Railway and Navigation). But I admire his tact and ingenuity.

"A glance at the map shows the position of the Western Lakes, and the proximity of the River St. Lawrence to the Georgian Bay. A large section of interior country lies between them. It is an even, or but slightly undulating surface, well calculated for a cheap, straight, and easy grade railway, which is required to develop its vast and varied resources, and which would afford an unrivalled amount of way trade—about seven hundred miles distance would be saved to the upper lakes, and which would also secure an incalculable amount of through trade."

It is expressed above that "it is an even or but slightly undulating surface, well calculated for a cheap, straight, and easy grade railway." This can only mean certain parts—for on the fourth page of the report, it is said,—"*Between the Rideau Canal and Marmora, would be encountered what is called the 'Thousand Island range,' which is more broken but not mountainous; the country improves as it recedes northerly from the St. Lawrence river.*"

"Where shall we look for a similar position, and to what can any comparison be made? There is but one Georgian Bay on the globe; not a river surpasses the St. Lawrence. With no other can this railway have the slightest comparison, nor to any in particular will the attempt be made."

To the above I will add, that in no place between Lake Superior and the Gulf, could the waters of the St. Lawrence be so rivalled as at this great bend, by a railway from Prescott, via Smith's Falls and Perth, to the Georgian Bay."

"This through completion of the St. Lawrence and Georgian Bay Railway, will ever be a standing edifice, and a Railway recently ed on the canals, I own public

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"This Railway will bring a large carrying trade through Canada, which no other means could accomplish. It connects the North Western and Eastern States by the shortest possible route, and will therefore become the greatest thoroughfare between them. No country possessing so superior natural advantage should fail to avail itself of it. In doing so, Canada would but imitate the noble example of the State of New York. She has expended, and still continues to expend, millions on millions to induce through the centre of the State the carrying trade from the Great West, which has built up large cities and towns along the borders of her great thoroughfares. The genius of her De Witt Clinton enabled her to accomplish these gigantic works, which will ever perpetuate his memory. So anxious was she to secure the increase of this trade, that notwithstanding her direct interest in canal tolls, she granted three millions of dollars to the New York and Erie Railway—a rival and parallel route—and still more recently she has repealed all the restrictions imposed on the central railways along the borders of her canals, leaving them also free to compete with her own public works."

I have already stated that \$600,000, according to the public prints, are the avails to the United States, on Canadian produce to New York only. May we not venture to add \$400,000 more for other avenues of commerce; such as the Ogdensburgh and Boston, —Montreal and Portland Railways. If this is correct, there is one million annually to the United States, which will increase with the influx of population and growth of Canada. Would it not be sound policy in the Provincial Government to imitate the United States, by assisting, in every way in their power, to counterbalance this large annual sum, by facilitating, by every lawful and honorable means, the transport of American produce from the Western States, through Canada—and thus to equalize, as far as possible, the profits arising from the carrying trade, to both countries. I make bold to assert, that no railroad in Canada would produce a larger item on the balance sheet, in favour of Canadian profits on American produce and manufactures, than the one under contemplation. And further, I challenge the objectors to this railroad scheme to put their finger on the map of Canada, and point out a route that will bring back to the Canadian shore as much of the capital sunk in transport duties, storage, wharfage, cartage, commission, insurance, &c., &c., on Canadian produce through the United States, as the proposed St. Lawrence and Georgian Bay Railroad, *via* Smith's Falls and Perth.

MUNICIPAL SUBSCRIPTIONS.

We most readily admit that on the Northern route as large sums could not be raised by Municipal debentures, as on the Southern; but as far as the settlement goes, the municipalities on the Northern route will not be behind their southern competitors. But in my opinion, turning the forest into a fruitful field—the valuable timber (at present useless) made

available by railway, to a foreign Cash market—and expenditure of foreign capital to the amount of four millions of dollars—will be far more beneficial to the country, than saddling the municipalities with an enormous burthen, and screwing the annual interest from some of the thinly settled townships, whose back is almost broken already, with the ponderous machinery they have to sustain, in the shape of Township Councils,—or, in plain unmistakeable English,—the funds absorbed by the payment of Councillors, Clerks, Treasurers, Assessors, Collectors, Superintendents, Commissioners, Constables, Doorkeepers, &c., &c., &c.; and a gaping throng, devising ways and means to lay claim to the Township funds for services performed, leaves, without further taxation, a small balance sheet for local improvements.

If the municipalities have funds to spare, or raise any by debentures, let them expend them on branch roads, as feeders to railways, through their localities.

GAUGE.

"It is not intended to discuss the merits of the broad and narrow gauge; some suggestions why this railway should be of the ordinary gauge, is all that will be attempted.

"The wheels, journals, boxes, and axles, including tracks, are all of the same strength on either gauge. The freight cars of the narrow gauge will hold more than these can carry. Hence there is no object in adding to their weight and expense. Ten tons are all that can be safely loaded on each car. The lighter it is without impairing its strength, the more freight it will bear. For the same reason no passenger car ought to contain over sixty persons. Its eight wheels and four axles, running at the rate of forty miles an hour, would be less safe with more. With more room, it would frequently be so crowded as to endanger the lives of the passengers. Nothing is therefore gained by increasing the size and expense of passenger cars. The superior steadiness of the broad gauge has been strenuously urged; but on a well constructed narrow gauge road, the difference is but of slight importance, compared to the great additional cost of the former, and the many other weighty reasons; nor is there any great deficiency in the steadiness of cars and engines on the latter.

"A still greater consideration exists why this road should be of the ordinary gauge;—such, with one or two exceptions, *are all in North America*. Over New England is a net-work of them. To adopt any other gauge would tend to embarrass commercial intercourse with these consuming States, and deprive Canada of the best market. It would also be inconsistent with reciprocity, so much desired. For why impose physical obstacles, and at the same time seek to relieve trade from revenue restrictions?

"It is unreasonable to suppose that the thousands of miles of contiguous railways will ever change their gauge. It is quite probable, however, that the few exceptions may make theirs conformable to them. The exceptions did not originate in any desire to extend trade, but to monopolize in particular localities, at the expense of the producers and consumers."

I am not going to become the advocate of the one or the other. They both have their advantages and disadvantages, and I will leave it to practical and long experienced engineers to decide on the merits of the case. But I would observe, that the United States have, as has been stated, some thousands of miles of net-work already laid down, and Canada, comparatively speaking, has nothing at present; but is just on the eve of plunging into a bold and extensive railroad, from one end of the Province to the other. It is therefore quite necessary that this most important object should not be overlooked, for on this string hangs much of the speed and cheapness of transport between Canada and the American Atlantic cities; and consequently, the market for our produce. If produce must be unloaded and loaded again, both time and money must be lost, and we receive a per-centage less on every item of produce that we send to market, and will have to pay a per-centage more on every article of manufacture that we receive by that route. My taking notice of the gauge in my observations on the report, is on purpose that it may come under the eye of those who may not see that report, as originally published in Ogdensburgh.

CHARTER.

"A similar charter to those granted to other railway companies in Canada, would involve the immediate construction of this. No possible injury could result from the Government guaranty, nor could the revenue of the country be any way affected by it. None can deny but that this road would be the safest and most productive in Canada."

It then goes on to shew that capital might be obtained at less interest, by having the Government guaranty, and the serious injury which would ensue by their refusal, by causing a want of confidence in capitalists, &c., &c., and then proceeds:

"A supposition that such a charter would be denied must therefore be wholly unfounded. What other road can appeal to the Government with equal merit? It runs over two hundred miles through the very heart of the country. Its termini are also in Canada, at which, on the river St. Lawrence, and Lake Huron, will be built up large commercial cities. Its benefits reach extensive tracts of Provincial lands. Would not the supposition be unjust, then, that the Government should refuse to sympathize in such a work, dispensing so many blessings to the hardy and industrious pioneers in this great isolated section of its country! Many were the hardships they endured in penetrating this wild interior, often compelled to become their own pack-horses, struggling on from year to year, families growing up around them suffering all the privations incidental to a new back country. How cheering then must be the first reasonable expectation that but the ordinary legislative aid extended to other more favored sections, having the natural advantage of navigable communications, will also enable them to better their condition. Would it be strange then, if they demanded such legislation as a right, which not un-

ly relieved themselves from a secluded position, but also promotes the best interest of their country? It would be far more strange if they failed thus most strenuously to insist upon it."

If the above be applied to the Northern route, we would say no railroad in Canada would be so safe for investment, or Government guaranty. Let the Government only grant the prayer of the United Counties for the land to the Joint Stock Company, and we will not trouble the Government to guarantee any loan. We apprehend no danger whatever of obtaining foreign capital to accomplish a first-rate railway, with an easy grade. It was English money that made the Rideau Canal. It was English money that made the St. Lawrence Canal, in opposition to the Rideau—and now they find no difficulty in obtaining English capitalists to construct a railway in opposition to both of them. And can we doubt for a moment, that we could not find English capital to construct a railway through a large tract of country, without opposition, to those inland seas, in this day, when the precious metal is struggling to get to the surface of the earth in so many plains, and is being wafted by every breeze of wind to the Banks of England or America; and when capital is going a-begging in London at such low per-centage? I repeat, let but Government grant us a charter, with the portion of land to assist, and the Iron-horse will soon be snorting through those lonely forests, loaded with immigrants; and thus commerce and settlement will go hand in hand.

RECIPROCITY.

"The world's surface exerts a controlling influence over the destiny of its inhabitants. To determine the wants of the people, no enlightened statesman therefore overlooks their geographical position. Hence he is aware that the same commercial policy must be more or less conflicting upon separate continents. As various, then, must be the interests of Europe and America, as are their geographical positions. These differences can never be overcome by legislation; nor would it be wise to attempt such physical impossibility. But between the U. States and Canada no such insurmountable difficulties exist. To them a difference of policy is more important commercially than politically. Each State differs more or less in its peculiar mode of government, which does not disturb their feudal relations. Still, their harmony could not be long maintained with a divided commercial policy.

"Great unanimity exists in Canada on this important question. All desire a commercial union on fair principles of reciprocity. This accords with their natural geographical position and oneness of interest. The American Government ought at once to yield its assent to such an arrangement. No great foresight is requisite to discover that the public sentiment on both sides of the line will soon compel it to be done."

No railroad in Canada will be more likely, or have as much interest in bringing about a certain description of reciprocity as the one now under discussion,

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for the following reason: At the eastern shore of the Georgian Bay would be a port of entry for American produce from the Western States, to be conveyed to the Eastern market; and this, by the short route, passes through Canada. And Ogdensburg would be a port of entry for produce from Canada, to be conveyed to an Eastern market, or Atlantic cities, and thus pass through the United States. And Prescott would be a port of Entry for Eastern manufactures to be conveyed through Canada to the Western States. Is it not obvious from the above, that exorbitant charges or restrictive duties levied by the one, would in more than all probability be retaliated by the other, to the detriment of both producers and consumers, and the general interests of the whole route in all its ramifications!

No reasonable thinking person can for a moment doubt the sound policy of the United States, for not coming out on the broad platform of Free Trade, according to the fallacious theory of the Cobden policy. For if she did, the following would be some of the natural and inevitable consequences. First—Twenty millions of direct taxation; for twenty-five millions is the expenditure of the Federal Government, —that is, the Civil List, Foreign Correspondence, Army and Navy, &c. &c.: and twenty millions of the above is derived from Import duties, after paying for collecting. Secondly—The vast continent of America, which has but a sprinkling of population in comparison to its territory, would be opening a door some thousand miles wide, to the manufactures of Europe, and thus prostrating the manufacturing interest of America at the footstool of Manchester tactics, by entering into competition with nations which are groaning under the ponderous weight of an overwhelming number of poor, but industrious and skilful mechanics and artisans, with the best advantages of unlimited capital of their employers, and unrivalled and most perfect machinery—"with all their appurtenances and means to boot." Thirdly—It would be putting the well-fed, and well-paid, and well-clothed mechanics and artisans of America, on a par with the hard wrought and poor mechanics of the redundant population of Europe.

I ask the question, Where is the Government, Whig or Democrat, that would venture to try the experiment? The only solid Platform in the United States is, *Protection to Native Industry*.

But on the other hand, it has already been shown that a vast annual amount accrues to the U. States on Canadian produce passing through from Canada to the Atlantic ports. If this continues, will it not have a tendency to direct, as much as possible, the transit of Canadian produce by some other route? Would it not be good policy in the United States Government to rescind all acts now in force requir-

ing duties on Canadian produce entering her territory, and also remove every impediment out of the way? Would not the result be, that what they lost on the one hand, they would more than gain on the other? If not directly into the coffers of the Government, it would be to the nation. A mutual understanding is absolutely necessary, and that on the most friendly terms.

And as Canada is only commencing a system of railways, and as she begins so she must continue,—that is, respecting the width of the gauge—I would put the query—If the narrow gauge answers the purpose well in the United States, and she continues the same with her great experience of ten thousand miles of railway, why will it not answer in Canada? We may reasonably expect Reciprocity, as far as Canadian produce goes; and with the same gauge as the United States, I think we might say with Marryatt, "Go ahead is the watchword in America, and go ahead it is." And I add, go ahead it would be, and no mistake.

REMARKS.

"A slight examination of the subject must convince all that this railway will be a safe investment of capital. No real estate could be more secure, for this as much as combines the productiveness of commercial, manufacturing and banking operations.—The funds of the latter might be abstracted, and the institution at once become bankrupt, but the earnings of a railway cannot be abstracted without detection, beyond a single dividend.

"It is true, that non-paying roads are constructed. These originate mainly in local, private, and other selfish influences, instead of the public wants. Their locations are not calculated to develop new sources of trade. Natural and other communications being already sufficient, for these were all the facilities required. The public mind should distinguish between such a great thoroughfare, opening a new and shorter commercial channel between the Western lakes and Atlantic ocean, through the centre of a vast, rich territory.

"This railway will constitute an important link in the great Northern route to the Pacific ocean. So sure as that road shall be constructed, this will also be extended westerly to connect it. Such extension might cross at the Sault St. Mary's, the Mississippi river at the Falls of St. Anthony, and the great bend of the Missouri river, by bridges, which the more southerly route could not accomplish. By the time the Pacific road is so far under way as to warrant a commencement of such extension, Wisconsin, Minnesota, and Missouri Territory will become rich and populous States. They will not only have abundant means, but will insist upon its construction. To connect such line at St. Mary's, the Canada part will not much exceed two hundred miles.

"May not the hope be indulged that sufficient has been shown to establish the claim of the St. Lawrence and Lake Huron Railway to equal favor with the most important public works in Canada? By what other would a barrel of flour be taken from Lake Huron to tide-water at Boston, for three shillings and sixpence? What other could successfully

GEORGIAN BAY RAILROAD.

compete for the trade of the North Western States, or prevent the same from being mainly diverted through the valleys of the Mohawk and Hudson, instead of reaching the great valley of the St. Lawrence? And what other would develop the resources of so large and productive an interior section of country, and thus combine so many great local and general advantages?"

The above needs no comment—it speaks for the railway on a grand scale, without any savour of the Southern route, and is much to the purpose.

I have deferred taking notice of the Western terminus in its proper place in the report, as I wish to make my observations on the prospects of the future route after it, they being too lengthy to come between the quoted portions of the report.

WESTERN TERMINUS.

"This will be at Georgian Bay, on Lake Huron. Here are safe and commodious harbors, some of which are said to be open during the winter. The soundings made by Government show ample depth of water, and accessible channels for vessels of any burthen. The inlets formed by the streams and rivers falling into Gloucester Bay, the most eastern extremity of Georgian Bay, which is about ten miles long and three miles broad, afford convenient entrance for vessels, and room for any extent of docks. The number of these localities will allow to the railway a choice of terminus, as circumstances may make it necessary. The mouth of the river Severn is at the mouths of this bay, at which mills are being erected, and which may become a large commercial and manufacturing town. From Lake Superior into this bay, is a sheltered channel like a river, in which vessels are ever safe from winds and storms. Vessels from Lake Michigan can also enter and pass down this sheltered way. This consideration alone would be no small inducement to bring shipping into Georgian Bay.

"All vessels passing the Straits of Mackinaw can reach this terminus from one to two hundred miles nearer than Detroit. The eastern terminus and Detroit are therefore nearly in the same relative position. This is a decided preference over all other routes, both in time and expense of transportation. The relative position of Lake Superior is still more favorable, and a much greater saving of distance, time and expense.

"When the contemplated ship locks shall be constructed at the Sault St. Mary, navigation will be extended for the largest class of vessels, five hundred miles westerly. The vast territories bordering on Lake Superior, as their varied resources become developed, must greatly increase the commerce of that great lake. The trade of Georgian Bay will only be limited by the means of its railway outlets, the more of which the better will it be for the whole of them. These facilities to reach, during the winter, interior markets and the seaboard, would gather at this point, before the close of navigation, large quantities of Western produce. It is therefore a safe prediction, that in time, this will be a port of more shipping than any other on the Lakes."

THE EASTERN TERMINUS AND ITS CONNECTIONS.

"1. The St. Lawrence River at Prescott, the legitimate outlet of the Great Lakes to the Ocean.

2. Grand Provincial Trunk Railway with its connections with Montreal, Quebec, St. Andrews, Halifax, Portland, &c., &c.

3. Rideau Canal, with its connections with Bytown, Grand River, &c., &c.

4. Ogdensburgh and Boston Railway, with its connections of 2,000 miles Railway, its manufacturing towns, Atlantic cities, &c., &c.

The Western Terminus is at the greatest inland navigable waters in the world, truly denominated inland seas; the heart of the North American continent. It is so at present geographically. The western part of Lake Superior is midway between Halifax in Nova Scotia, on the Atlantic, and the mouth of Fraser's River on the Pacific, and about the same between the Isthmus of Darien, and the Polar Regions, and we may say without much fear of contradiction; that these Lakes will soon be the heart of North America, speaking commercially, as we intend to shew hereafter.

1. This Western Terminus at the Eastern shore of the Georgian Bay, which we call New Liverpool, will have its legitimate share of agricultural produce and mineral productions of nearly 3,000 miles of Lake shore, with all their tributary streams emptying into these great waters, and roads terminating at their several banks; and its legitimate share will be no small portion, for produce at the outlets of Lakes Superior and Michigan, will be as near to Prescott as it will be when carried to Detroit; therefore it will save some three or four hundred miles lake and river navigation, a saving of both time and money. Again, from this Western Terminus there is six or seven hundred miles steam navigation, into Lake Michigan, three hundred and forty miles direct through a beautiful agricultural region of the United States, and the unprecedented flourishing city of Chicago; and as soon as ship locks are made at the Sault St. Mary's, about the same distance into the great mineral region of Lake Superior, and the half way terminus between the Atlantic and Pacific Oceans, on British territory.

The Western Terminus will consequently be the focus of commerce, radiating from vastly numerous lines, and the emporium of the North Western section of these magnificent waters, at which place, no doubt, a large commercial city will spring up, like Chicago, with the rapidity of a drama.

The Editor of the *Merchant's Magazine*, published in New York, seems to confirm my opinion; for, after enumerating the different Railroads, now in operation, connected with the commerce of Chicago, he says:—

"In addition to the above roads, there are two Railway projects in Canada West, one of which is already in process of execution, and both of which are almost certain of completion, that are to exercise

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an important bearing upon the commercial interests of Chicago. One is a Railroad from Toronto to Goderich, on Lake Huron; the other a road from Prescott, on the St. Lawrence, opposite Ogdensburg, to the Georgian Bay, an arm of Lake Huron. The completion of these two roads will result in the establishment of a daily line of steamers between Chicago and the western terminus of each. The advantages that would result are too obvious to require mentioning."

Before I proceed any further, I cannot omit the observation, that the Sault St. Mary's presents one of the best sites for a manufacturing town in the universe, abounding in mineral wealth, contiguous to water power of any desired extent, with Lake Superior for a reservoir, and, if the public prints are correct, a bed of coal on the south shore. In anticipation, we will call it New Birmingham. In passing my opinion of the Sault St. Mary's being a good site for a manufacturing town, I cannot refrain from also observing that the Government should retain all such places in their own hands, and neither sell for money, or grant to any individuals for services, any part of the public domain, that may prove injurious to the public interest; such extensive water privileges should be divided, and not fall into the hands of one or two men, who would monopolize the privileges, to the exclusion of others, and to the great injury of the community. Look to Bytown—an industrious mechanic hoarding his savings for years to send to Glasgow to purchase a steam engine to blow his furnace and turn his lathe, and viewing out of his window water power for 5,000 blasts, is most lamentable. Had the Government retained the whole of that water privilege in their own hands, they might have been enabled to sell, to different individuals, almost any amount of water power at moderate prices. But we have reason to think that the Sault St. Mary's will be retained, from the Inspector-General's answer on a former occasion in his place in the House. A canal carried down from the falls a short distance, would be repaid for by the sale of the numerous water privileges which might be obtained by this means, and if made on a large construction, and the land retained also, it could be lengthened whenever necessity required.

In a former letter of mine, I said if we were not very alert, the United States would have a canal at the Sault St. Mary's before Canada. It looks, at present, very likely to be the case:—

"The United States' Senate by a large majority have passed a bill granting 75,000 acres of land to aid in the construction of a canal at the Sault St. Mary's; and the fact that the bill has been supported by the leaders of the democratic party who have hitherto been hostile to internal improvements, leaves no doubt as to its success in the House of Representatives."

Three hundred and fifty miles in a westerly direction, and we come to the Red River settlement.

6,000 inhabitants, with no other communication with Europe but by the circuitous and dangerous passage of the Hudson Bay, once a year, or canoe navigation of the Ottawa.

The following advantages would be the result of the route we are endeavouring to point out.

1. Between one and two thousand miles nearer from Britain to the Red River settlement, than by the frozen passage of the Hudson Bay, and lugging boats over rapids or rollers.

2. Six hundred miles nearer, than canoeing and portaging by the Grand River.

3. Five hundred miles nearer than following the meanderings of the St. Lawrence waters.

This also holds my arguments correct, relative to the branch railway from the mouth of the Bouchere, and plainly shews that the Grand River diverges too much to the north for a direct course for the Red River settlement. But we must also consider the advantage in saving time as well as distance. From the north-west corner of Lake Superior, which we will call Central British America, with such steamers as they have on the Hudson River, between New York and Albany, that run twenty miles an hour, thirty hours would bring passengers to the terminus on the eastern shore of the Georgian Bay, and by express trains, in twenty-four hours more, be at an Atlantic city, that is fifty-four hours. A Railway to the Red River, an emancipation and a commercial revolution would be accomplished at one blow, with a little world opened for emigration of the redundant population of the old world, and commerce in earnest. A great empire, in spite of all opposition, will be founded on that territory between Lake Superior, and the Pacific Ocean.

And let me further observe, that the grade from Lake Superior must be very small to the Red River, as the latter place is only 800 feet above the level of the sea; and the altitude of Lake Superior must be deducted off that, and the remainder divided by 350 to give the aggregate on the mile.

We here quote good authority that the intervening country is worth a Railway. Sir Alexander McKenzie says:—

"There is not perhaps a finer country in the world, for the residence of civilised man, than that which occupies the shore between the Red River and Lake Superior; fish, various fowls, and wild rice are in great plenty. The fruits are strawberries, plums, cherries, gooseberries, &c., &c."

Again, Montgomery Martin, Esq. says:—

"The settlement on the Red River, distant from Montreal, by the Ottawa River, about 1,800 miles, (by this route, only about 1,200) in latitude 50 north, longitude 97 west, is elevated 800 feet above the level of the sea, contiguous to the border of the Red Asinibour, along which the settlement extends for fifty miles. The soil is comparatively fertile, the climate salubrious, but summer frosts, generated by

undrained marshes, sometimes blast the hopes of the husbandman. The Hudson Bay Company, by the introduction, at great expense, of rams and other stock, have improved the breed of domestic animals, which are now abundant. Wheat, barley, oats, maize, potatoes, and hops thrive well; flax and hemp are poor and stunted. The river banks are cultivated for half a mile inland, but the back level country remains in its natural state, and furnishes a coarse hay for the long and severe winter, which lasts from November to April, when the Lake Winnipeg is unfrozen, and the river navigation commences via Norway House entrepot, at the North extremity of the Lake. The population is in number about 6,000, consisting of Europeans, half-breeds and Indians. The two principal churches, the Protestant and Roman Catholic. The gaol, the Hudson Bay Company's chief building, the residence of the Roman Catholic Bishop, and the houses of some of the retired officers of the fur trade, are built of stone, which has to be brought from a distance; but the houses of the settlers are built of wood. A great abundance of English goods is imported, both by the Hudson Bay Company, and by individuals. In the Company's ships, to York factory, and disposed of in the colony at moderate prices. There are fifteen wind and three water mills, to grind the wheat and prepare the malt for the settlers. The Hudson Bay Company have long endeavoured, by rewards and arguments, to excite an exportation of tallow, hides, wool, &c., to England; but the bulky nature of the exports, the long and dangerous navigation of the Hudson Bay, and the habits of the half-bred race, who form the mass of the people, and generally prefer chasing the buffalo to agriculture and regular industry, have rendered their efforts ineffectual."

The Bishop of Montreal, in 1844, said:—

"The soil, which is alluvial, is beyond example rich and productive, and withal so easily worked, that, although it does not come to the description of the Happy Islands, I was assured, in one instance, of a farm from which the owner, with comparatively light labour in the preparatory processes, had taken a wheat crop out of the same land for eighteen successive years, never changing the crop—never manuring land—and never suffering it to lie fallow, and that the crop was abundant to the last; and, with respect to the pasture and hay, they are to be had ad libitum, as nature gives them in the open plains."

Again, in speaking of import goods, the Bishop remarks:—

"All these articles are brought across from Hudson's Bay, a distance of several hundred miles in boats; and these boats are drawn across the portages on rollers, or in some places carried upon waggons; hence these articles which are of a heavy description are charged at a price seemingly out of all proportion to that of many others which may be obtained at a moderate price,—a common grindstone is twenty shillings."

From the Red River Settlement, to the mouth of Fraser's River, on the Pacific, is from twelve to thirteen hundred miles. That great part of it is fit for settlement, I quote the following from an officer of the Royal Engineers, who has for years been gathering information on the subject, and is much in favor

of a communication to the Pacific, as myself. He says:

"So long as the empire's heart is overburthened by a surplus multitude, it should be remembered that most fertile and lovely tracts of country, many times larger than England, exist in the body of that Empire, which never yet within the knowledge of man have yielded their fruits to his service; manifold multiplied value, also is given to every part of the connected communication, between it and the Atlantic, and thereby also to every part of British America, when once the goal of the Pacific is attained." MILLINGTON SYNGE, *Lieut. Royal Engineers.*"

And again, "We have at home a superabundant population, subject to a very rapid increase, on any reduction of the price if but of the necessities of life; how can it be better employed, than in seeking with its advance in social position, and the means of acquiring its comforts, if not its luxuries, the spread of our free institutions, equal laws, and holy religion. We desire an enlarged sphere for commercial enterprise, and new markets for our manufactures; these every fresh colony supplies in its measure; if then the Oregon be what it appears to be—if its climate, soil, and agricultural and commercial capabilities be as represented, why leave its future destiny to time and circumstances?"—REV. C. G. NICOLAY.

Although in some of the maps Oregon is only laid down, on the American side of the line, the above quotation from the Rev. C. G. Nicolay is alluding to the British possessions, for he continues by quoting the words of Mr. James Edward Fitzgerald to the Hudson's Bay Company. He says;

"You have the power of becoming the founders of a new State, perhaps a new Empire; or of arresting for a time, for you cannot ultimately prevent the march of mankind in their career of victory, over the desolate and uncultivated parts of the earth. For now nearly two centuries your away has extended over half a continent, and as yet, you have left nothing behind you, in all that vast country, to bear witness to your power and your riches. Now a new destiny is before you; you may, if you will, place your names beside those, who have devoted themselves to the noble task of stimulating and directing the enterprising genius of their fellow-countrymen, who have prolonged the existence of their nation, by giving a new life to its offspring."

And further, in the emphatic language of Major Carmichael Smith:

"And we would then call upon England, her N. American Provinces, and the Hudson's Bay Company, to employ their wealth and power to unite in one great unbroken iron chain, the mother country, with her distant children, and in spite of nature's difficulties, carry steam across the Rocky mountains."

I think sufficient proof has been given to shew unprejudiced minds, that the country is fit for settlement. We will now endeavor also to show, that it is not altogether unfit for a Railway.

Sir George Simpson travelled two thousand miles in forty-seven days to the Pacific, including his passage over the Rocky mountains; which is at the rate of from forty-two to forty-three miles per day. It

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is overburthened remembered that country, many times body of that Eim-knowledge of man service; manifold every part of the on it and the At- of British Ame- cific is attained."

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NICOLAY.

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would appear by the speed he made, that the country could not be very broken or difficult to pass through, for that is extraordinary speed for a country in a state of nature, without roads, and the means of relays of horses. It is true, they might purchase some fresh ones, by chance, from the Indians.

ROCKY MOUNTAINS.

This chain of mountains seems to be an insurmountable barrier in the way of a Railway from the Atlantic to the Pacific, in the latitude required on British Territory, being eight thousand feet high—that is, upwards of a mile and a half, from the level of the sea. The idea of a steam-carriage, weighing ten tons, and tugging two hundred tons through the clouds, at the rate of twenty or thirty miles an hour, seems chimerical, and we must say, at first sight, astounding. But we will have the assurance to make some observations on the subject, and perhaps, a Railway may be obtained over them with no more elevation to the mile, than some parts of the celebrated Liverpool and Manchester Railway in England.

In the first place, they have never been explored by the eye of science, with a view to railway communication. In the next, the measurement has been barometrical, which only shows the altitude above the level of the sea, by the rarification of the atmosphere; and the index of the barometer would denote the same on an extensive plain, in the car of a balloon, or on the top of a mountain, irrespective of the base. Now we have undeniable proof, as evident as that water runs down an inclined plane, that the base upon which these mountains stand, is the highest land on the North American continent, with the exception of the peaks themselves; and that there is a gradual rise from the Atlantic to these mountains, and a declination from them to the Pacific, is shown by the falls, and the run of the waters. The Missouri and Saskatchewan rivers head contiguous to the pass, and for some hundreds of miles run parallel to this line of contemplated railway. The Saskatchewan runs into Lake Winnipeg, on its way to the Atlantic. The Missouri forms a junction with the great Mississippi, at St. Louis, which disembogues into the Gulf of Mexico, and the Athabaska river runs into the great Slave Lake, and from thence by the Mackenzie river, into the Arctic ocean. This is on what is termed the Eastern side of the Rocky mountains, shewing as plain as the sun in its meridian splendour that there is a rise in the land, and that the base on which the mountains stand must be very elevated,—consequently must be deducted from the eight thousand feet. And the like is shown on the Western side of the mountains: one branch of the Fraser river emptying into the Pacific at St. Fuca Straits, and likewise the north branch of

the Columbia. Thus five great rivers all head, or have their sources in the vicinity of the Rocky mountains, near the desired latitude, so that when a regular survey will be taken by an engineer, a great difference will be found in his report of the summit level, and the barometrical measurement, the latter being from the level of the sea, the former from the base of the mountain.

I quote the following in proof of my assertions respecting the height of land as above stated:

"He (that is, Sir George Simpson), crossed the Rocky mountains at the confluence of two of the sources of the Saskatchewan and Columbia rivers, at an elevation of eight thousand feet from the level of the sea." And again, "Wherever the head waters of the rivers on the east and west sides of the Rocky mountains approach nearest each other, there have been found passes through them,—one offering great facility of communication between the Oregon and Canada, by the waters of the Columbia and north branches of the Saskatchewan, which flowing into Lake Winnipeg, gives easy access to Hudson's Bay, and the great Lakes,"—that is, Lake Superior, &c., &c. And further, "Among the most awful features of mountain scenery, lies the great northern outlet of the territory, resembling the southern in many of its features, with even more sublimity of character, but especially in having the sources of several great rivers within a very short distance of each other. Here are the head waters of the Athabaska and north tributaries of the Saskatchewan, which fall into Lake Winnipeg, and on the west the northern waters of the Columbia, and the eastern branch of Fraser's River, near a deep cliff in the mountains."

—REV. G. C. NICOLAY.

But again, the contemplated route crosses the Rocky mountains, not at a right angle, but diagonally, and there is no difficulty in crossing over a mountain in a slanting direction, at a very moderate grade.

And again, it is said that the mountains in some places are from two to three hundred miles across; if so, the half of three hundred is one hundred and fifty. Thus the perpendicular, say one mile and a half, (throwing off eighty feet for the sake of round numbers), and the base one hundred and fifty miles, that will be eighteen inches in one hundred and fifty feet, or one foot in one hundred feet, and fifty-two and two-thirds feet in a mile,—the precise grade of the Liverpool and Manchester Railway, at Rainhill. And what says the renowned Dr. Lardner—"a plain which rises fifty-two and two-thirds feet to the mile, presents to the eye scarcely the appearance of an ascent."

§ Our Statute for Plank Roads binds us to one foot in twenty, or two hundred and sixty-four feet in the mile,—or five times as much as the ascent over the Rocky mountains, according to the above statement.

On the Baltimore and Ohio Railway is a plane of 2150 feet in length, on which the rise is 197 feet per mile, or one foot in 27; and another of 2050 feet in

length, of which the rise is 200 feet per mile, or one foot in 26.—*Encyclopædia Britannica*. I merely quote this to show what ascents there are in other railways.

But to return to the subject, we have evidence that at the Red river, eight hundred feet of the ascent is gained, and that it is more than probable one-third more will be surmounted between that place and the foot of the Rocky mountains. If so, about thirty feet to the mile will be the elevation for that part of the line. The aggregate of the whole route, from the Red river to the Pacific, would be between five and six feet to the mile, for seven thousand two hundred feet is all that has to be overcome in thirteen hundred miles.

What is to prevent Britain, with able statesmen that have piloted the little barque in peace and safety, amidst the surging waves of European Revolutions, with men of genius, enterprise, and indomitable courage and perseverance,—with merchant-princes, with millions of slumbering capital,—and a superabundant population, from engaging in such a magnificent undertaking—a highway that would be recorded in the annals of England's history, as long as a page endured! Whilst the brilliant victories of the ancient Roman army are almost considered as a poetic vision, their military roads remain as monuments of their former national grandeur. And what would be the result if such were accomplished? A new empire founded, a permanent home for her surplus population, within fifteen days transport and travel; extended commerce, enlarged markets for manufactures, augmentation of the mercantile navy, a strong link in the chain to her Australian possessions, an increased ascendancy in the destinies of the Pacific, by the nearest possible route from Britain to continental India, and those gems of the ocean, the islands of the Pacific.

Military heroes, in their career of victory, have not been stopped by such obstacles. Hannibal led the Carthaginian legions over the Alps. Napoleon his army and heavy ordnance over the same, at an elevation of ten thousand feet, not to extend the blessings of civilization, but to satisfy his insatiable ambition, and obtain laurels drenched in blood. The immortal Wellington drove an invading French army over the Pyrenees, and gained a victory in the clouds, at the same altitude. And may we not confidently hope, in this day of peace and universal triumphs of science, that we shall soon see the iron horse dragging the car of commerce between the cloud-capped summits of the Rocky mountains,—loaded with the manufactures of Great Britain, to exchange for the produce of China and the Islands of the Pacific.

Britain has the ball at her foot; she has the short-

est route on her own indisputed territory—the highway of the world in her own domain,—and if she still wishes to keep her exalted station in the scale of nations, and the trade of the East within her own people, she must lose no time. The United States are growing fast, gathering riches, and extending their commerce. California gold may do much for them. Philip of Macedon was much assisted by the discovery of a silver mine, and “the prosperity of Queen Elizabeth’s reign was mainly owing to the stimulant given to commerce by an increase in the precious metals.” The Americans will, as soon as they are able, construct a railway from St. Louis to St. Francisco. The public prints inform us that already a caddie of tea has been transported from Canton, *via* St. Francisco, to New York, in 60 days. Is not this a forerunner? Is it not like the “little cloud as big as a man’s hand” ominous of a copious shower? Let the British East India Company take the hint, in time. The tea, spice, silk, &c., &c., consumed on the vast continent of America, will not much longer be carried round three quarters of the globe, to supply the fourth. It will come by steam direct to the western shore of America, and thence by railway, not only to the interior, but to the Atlantic cities and part of Europe.

By way of stimulant to British enterprize, I close this part of the subject, by inserting an observation of an American Editor, whose noble sentiments are blended with patriotism and philanthropy. At the time he wrote it he was under the impression that Mr. Whitney would contract with the British Government, to construct a railway on British territory, to the Pacific. He says:

“We confess that we cannot see the prospect which these facts offer, without a pang of regret, that such a work should not be executed by the United States, nor can we banish the hope that Mr. Whitney may not close with their proposals, attractive as they are; and that we may yet have the opportunity of building the magnificent highway of the world. Still, if British America carries off the prize of glory and empire, we shall not repine at her fortune, for it would be achieved solely by conferring on mankind at large benefits of untold extent and duration.”—*N. Y. Tribune*.

The following letter is much to the purpose, and although the author does not sign his real name, I insert it just as it is written. It is true it rambles a little from the object I have in view, viz.: to point out a short route to the Pacific on British territory. He speaks of Mr. Whitney’s proposed route from Chicago. This is completely out of the line, some hundreds of miles, but he admits that the line is superior on British territory. I repeat, it is out of the line, that is to say, the shortest line from Europe and the Eastern States of America, and most particularly the Ogdensburg and Boston line of railway; for

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any railway to the Pacific, south of the five great Lakes, would throw the trade to New York, and other Atlantic cities. Therefore it is obvious that Boston and the Eastern States are equally interested in this Northern route to the Pacific.

LAKE SUPERIOR AND PACIFIC RAILROAD.

THE SHORTEST AND MOST APPROVED ROUTE.

"To the Editor of the Toronto Patriot.

"26th April, 1851.

"Sir,—No less than four applications for privileges to construct separate lines of Railway to the Pacific, were made to the United States' Congress during its late Session; and it appears, Mr. Whitney—the principal of the projectors—has gone to England to solicit encouragement from the British Government towards the construction of a line North of the Boundary;—a full investigation of the intervening country having clearly established that such a line possesses advantages over every other yet explored; streams being fewer and smaller, and the level surface of the country, as recently described by Sir George Simpson (who with his party, fifty horses and six baggage carts, traversed six hundred miles in thirteen days), exhibiting but ONE VAST ALLUVIAL PLAIN with very little exception, until reaching the Rocky Mountains; and there he found a pass or natural opening, through which the traffic of the Pacific has been for ages carried on by the various tribes and Indian traders of that region, the most favourable for the object in view of any of the similar passes yet examined.

"Although the subject of crossing this continent by Railway has been hitherto lightly regarded, it is at present almost daily acquiring greater interest both in the United States and in England. And as it may now be said that a Railroad is determined upon from Halifax to Sandwich, a precisely similar distance to that above described, it can only appear impracticable to that ephemeral class of beings who doubted the possibility of crossing the Atlantic by steam, although it had been used in every other direction. Mr. Whitney's proposed starting point, it appears, is from Chicago, North-Westerly (being approached Easterly by Detroit from the Atlantic cities); pledging security for its completion within ten years, on condition of being given, by Government, ten miles on each side of the proposed line from the commencement of the unappropriated territory. During eight months in the year, the above line, from the head waters of Lake Superior, might (through the assistance of one lock at the St. Mary's Rapids) be reached by vessels from Europe—about one half of the distance across the entire continent. And it may be here stated, that certain eminent ship-builders of Glasgow declare that they could build first class iron vessels of 552 tons burden, which would draw but 9½ feet of water;—the remaining distance for the proposed road would be little over 1300 miles.

"The soil and climate are unsurpassed, and Sir George Simpson, although at nearly half a degree north of the proposed line, describes the soil as 'black mould of a considerable depth, which, when first wrought, produces extraordinary crops—as much, on some occasions, as forty returns of wheat—and even after twenty years' successive cultivation, without the relief of manure, fallow, or of green crops, it still

yields from fifteen to twenty bushels per acre: the wheat produced is plump and heavy. There are also large quantities of grain of all kinds, besides beef, mutton, pork, butter, cheese, and wool in abundance; wild rice and maize grow also to great perfection.' The noble Saskatchewan River, running westerly, is navigable for both boats and canoes for upwards of one thousand miles—and of the beautiful river which unites Lac la Pluie with the Lake of the Woods, Sir George Simpson says it is navigable for nearly 100 miles, and reminded him of the Thames near Richmond. 'It is,' he says, 'too much for the eye of philanthropy to discern, through the vista of futurity, this noble stream connecting, as it does, the fertile shores of two spacious Lakes, with crowded steamboats on its bosom, and populous towns on its borders. Game of all kinds abounds; red and other varieties of deer and buffalo are in myriads. Fifty were shot by his company one morning; and during one winter a party killed no less than 1500 buffalo, besides varieties of venison.' Sir George Simpson, the very best authority that could be cited, says:—'that incredible as it may appear, he saw, in the year 1829, 10,000 carcases of buffalo, putrid, and lying mixed in a single ford of the Saskatchewan, affecting the air for miles around.' Such is the character and value of this highly important, though little known country, to say nothing of that bordering on the Pacific, or of Vancouver's Island and its mineral treasures, destined at no very distant period to form the most important portion of the British North American Empire.

"Notice for an application for a charter for the above Railway has been published in the *Official Gazette*; and it now remains to observe what degree of interest will be felt either by the Provincial or the Imperial Government, in a measure not only calculated to succour and render independent starving millions, by the easiest possible means, but doubly to enhance our already settled possessions, and opening, at the same time, the greatest highway to the Pacific, thus rendering accessible in as many days, as it now occupies weeks, though mainly performed by steam.

"I have the honour to be, yours, &c.,

"VINDEK."

PACIFIC TERMINUS.

This terminus will be at the mouth of Fraser's River, which empties into the St. Fuca Straits, six miles north of 49 parallel, which defines the United States boundary, which we will name Victoria; and no doubt ere long a magnificent commercial city will raise its lofty spires. It is central. If I put one foot of my compasses at Victoria and describe a circle, it will pass through England, the greatest commercial nation in Europe, and through Canton, the greatest commercial city in China; consequently it is half way from Britain to China, and the same to Australia and New Zealand, and encompassing numerous Islands in the Pacific. It is 2310 miles from the Sandwich Islands; 4095 miles from Yeddo; 5670 miles from Canton; from San Francisco, in California, 800 miles; and 500 from Queen Charlotte's Island, the nearest British port. To four hundred millions of people, more than nine-

tenths of whom are strangers to the Christian religion, it may be truly said the harvest is great, but the labourers are few. In the vicinity of this terminus the land is a rich alluvial soil, and very fertile. But I will quote some observations on the Western coast of America by the Rev. C. G. Nicolay. He says:—

"Its maritime importance is entirely confined to the Straits of Juan de Fuca, and the Southern extremity of Vancouver's Island. Here are presented a series of harbours unrivalled in quality and capacity, at least within the same limits; and here, as has been remarked, it is evident the future emporium of the Pacific in Western America will be found."

On which Major Carmichael Smith remarks:—

"And now that it has been settled that this magnificent Strait and its series of harbours (this great emporium of Western America) is open to that great and enterprising nation, the people of the United States, as well as ourselves, it becomes most important to us that we should, and quickly, open the best possible and shortest road to communicate with it."

And again the Rev. C. G. Nicolay states:—

"The necessity which is gradually developing itself for steam fleets in the Pacific, will open a mine of wealth to the inhabitants of the West coast of America."

The same author continues:—

"The land affords, even now, exports of cattle, wool, hides, and tallow, as well as salted meat, beef, pork, wheat, barley, Indian corn, apples and timber. Of these, all are sent to the Sandwich Islands, and some to California; and hides and wool have been sent to England. The woods of Oregon present another fertile source of national wealth. The growth of timber of all sorts in the neighbourhood of the harbours in the de Fuca Straits, adds much to their value as a naval and commercial station. Coal is found in the whole Western district, but principally shows itself above the surface on the north part of Vancouver's Island. To those sources of commercial and national wealth, must be added the mineral—iron, lead, tin, &c. The mountains and sea-coast produce granite, slate, sandstone, and in the interior oolites; limestone is plentiful, and to the north most easily worked, and very rich in colour."

And again, the same author says:—

"It will be found to fall short of but few countries, either in salubrity of climate, fertility of soil, and consequent luxuriance of vegetation, and utility of production, or in the picturesque character of the scenery."

Again, the prolific seas at this terminus will prove a constant source of wealth, and cause it to become of the utmost importance. The Rev. C. G. Nicolay says:—

"Of this profitable trade the citizens of the United States possess at present all but a monopoly. Their whaling fleet consists of 675 vessels, most of them 400 tons burden, and amounting in all to 100,000 tons. The majority of them cruise in the Pacific. It requires between 15,000 and 16,000 men to man them. Their value is estimated at \$25,000,000—

yielding an annual return of \$5,000,000, or 20 per cent. The quantity of oil imported is about 400,000 barrels, of which one half is sperm. When we add to this profitable occupation for many persons, the value of domestic produce consumed by them, and the benefit that is thus conferred on both agricultural and manufacturing interests—the importance of this branch of business will appear greatly enhanced. The whaling fleet of England and her colonies may be considered as not exceeding at present 150; about twenty whales are killed annually in the Straits of Juan de Fuca; besides, the whole fishery on the banks and coast is important—cod, halibut, and herring are found in profusion, and sturgeon near the shore and mouths of the rivers; already the salmon fishery affords not only a supply for home consumption, but is an article of commerce, being sent to the Sandwich Islands. They are also supplied to the Russian settlements according to contract. The coast swarms with amphibious animals of the seal kind, known by the vulgar names of the sea-lion, sea-elephant, and sea-cow; but above all with the common seal. The traffic to be derived from these in skins, oils, &c., could not but be lucrative."

And I will add to the above, that it will also make the Pacific terminus of the utmost importance. What is to prevent this superabundance of fish being turned to account, by taking it to China, where there are starving millions (living on all manner of abominable reptiles), and exchanged with the merchants for tea, &c. &c.

But hear what the *Liverpool Standard* says, on reviewing Montgomery Martin's recent work on China:—

"Four hundred millions of people to be introduced into communication with the rest of mankind! What a prospect for the merchants, manufacturers, and ship-owners! But there is still a higher and hollier prospect. Four hundred millions of active and intelligent human beings have to be brought within the pale of Christianity!"

And the London *Morning Chronicle* carries out the theme:—

"Nobody can doubt that the Western coast of North America is about to become the theatre of vast commercial and political transactions. And it is impossible to estimate adequately the value which may soon accrue to every harbour, coal mine, forest and plain in that quarter of the globe."

Such a vastly extended field for commerce shows very plainly the importance of the terminus at Victoria—the nearest port to Canton—with her 5,000 vessels in her harbours, and the mouth of her great internal navigation, also the numerous Islands of the Pacific. In the account of Sir James Brooke, the Rajah of Borneo, we read:—"In all the islands, small and great, if we except a few barren rocks, the vegetable kingdom is, beyond expression, rich and magnificent. Nowhere else, on the surface of the globe, does the earth appear to possess a more prolific virtue; trees of gigantic size, shrubs and creepers of unparalleled beauty and luxuriance,

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flowers of the most gorgeous colours and exquisite forms, and fruit unrivalled for their fragrance and flavour, present themselves to the traveller. The forests abound with odoriferous gums, the seas and rivers with fish, the earth with the most costly gems, and with most valuable minerals and metals. Nor are the inhabitants without enterprize or ingenuity to turn these gifts of nature to account. All the first processes of civilization are in many parts carried on, and it only needs the fostering influence of a just government to bring the social system to maturity."

Again, by the same author,—“By the adoption of a foreign policy in entire harmony with the spirit of the age, our merchants would obtain access to every portion of the twelve thousand islands, that is to say, be permitted to supply more or less largely with goods 40,000,000 of people. There is not a single island in this immense group which would not contribute valuable materials to the commerce of the world. Our imagination is too apt to be dazzled by the mention of gold, diamonds, spices, odoriferous gums, and all those other costly articles of luxury with which nearly every part of Asia abounds. The Archipelago is not wanting in these fascinating commodities: gold and diamonds exist in great quantities in Borneo. It has been suggested, too, that the maritime districts of Pulo Halamantan would produce cotton not inferior in quality to that grown in the uplands of Georgia. In this case no language can exaggerate the importance of the Island to Great Britain, for doubtless a time will come when the United States, applying themselves more extensively to manufactures, will consume the whole of the cotton grown in the Southern States, when we shall be obviously dependant for a supply on the various provinces of India, and the Islands of the Archipelago.

But I think enough has been shown to convince unprejudiced minds of the great importance of the Pacific Terminus at Victoria, in a commercial and a political point of view, and that nature seems to have designed it for a mart of commerce,—the unrivalled emporium of the western shores of the North American continent. Perhaps this last assertion seems astounding, and requires some qualification. Great as the port of San Francisco now is, and it will increase rapidly, yet the terminus at Fraser's River has a decided advantage in many respects, but most particularly by being the *nearest* and *most direct* route from Europe, Newfoundland, Nova Scotia, Prince Edward's Island, New Brunswick, the Two Canadas, and the Eastern States of America, to Japan, Continental India, the Island of Borneo, Straits of Malacca, and the rich and valuable islands too numerous to mention, in common with others on the shore of an ocean 11,000 miles long and 7,000 broad.

At the interview which Mr. Whitney had with the Geographical Society in London, it was stated, we believe, that a steam communication over the North American Continent to the Pacific might be beneficial for civilization and colonization, but not for commerce, “as goods could be carried from the east by navigation round the Cape cheaper than overland by railway.” To this I would make the following remarks: The two first which are admitted, are worthy of the greatest consideration, and, if carried out, would confer unspeakable blessings on thousands of the human family; for we must contemplate, that within British territory, and through the very country that is proposed to construct this Railway, there are multitudes of human beings, that are waging a perpetual and exterminating warfare, and drinking the heart's blood of their prisoners warm from the vital fountain of life; and also, tens of thousands of our fellow creatures destitute of the common necessities of life, through the superabundant population of Europe. To civilize the former, and provide a permanent home for the latter, are objects worthy of the utmost attention and consideration, not only of statesmen, but of every individual who makes the least pretence to the feelings of common humanity—leaving Christianity out of the question. But in my humble opinion, if a Railway would be beneficial for the two former, it would be beneficial for commerce also; as civilization and colonization are the very precursors of commerce. What was the amount of commerce in Britain before the Roman conquest? Hume, speaking of the inhabitants, says:—“Clothed in the skins of the animals killed in the chase, they were ignorant of all the refinements of life; their wants and their possessions were equally scanty and limited.” I need not say what civilization has done for Britain; in arts and manufactures, science, literature, and commerce, she has shot a-head of other nations like a comet passing the fixed stars; her canvass swells in every breeze, her flag floats triumphant in every clime, the sun never sets on her territory, and, better than all, it never sets on her missionaries. And again I ask the question—what was the amount of commerce at the first discovery of the North American Continent? A few trinkets, blankets, &c. &c., exchanged for skins. And what has civilization and colonization done for that part known as the United States of America? The answer is, a revenue to the use of the Federal Government of \$20,000,000 annually, taken on imported goods. And as a further proof for my argument, look to the Hudson Bay territory, almost half the continent; something like two centuries have rolled over, and what is the amount of her commerce? Lieut. Synge, R.E., tells us—“One ship annually arrives at Fort York.” Again, what

foreign commodity does the Australian in a state of nudity, on his floating log, consume? Or, the New-Zealander, sitting at a feast of human flesh? Uncivilized man has but few wants: the chase supplies him with food, and the skins of the animals he kills with raiment; therefore civilization and colonization are the legitimate forerunners of commerce.

And, secondly, we may reason by analogy, as to the profits of a railway communication to the Pacific, being beneficial in a commercial point of view. It is the opinion of statesmen both in England and the North American Provinces, as well as mercantile men of the first stamp, that a main trunk line of Railway from Halifax, Nova Scotia, to Sandwich, Canada West, would be beneficial, notwithstanding half the distance would be on the banks of the magnificent navigation of the St. Lawrence and its spacious lakes. My argument then is, if it would be beneficial to construct a Railway 1,500 miles, that is from Halifax to Windsor, Canada West, with such a formidable rival as the St. Lawrence, it would unquestionably be beneficial to construct a Railway 1,500 miles from the north-west shore of Lake Superior to Victoria at the Pacific, without the possibility of a rival. Thus, then, if it be profitable to transport goods 1,500 miles from Halifax to Windsor, Canada West, it is obvious that by the same rule it would be profitable to transport goods 1,500 miles from the Pacific to the north-west shore of Lake Superior in Central British America, and *vice versa*. And I think we may claim a decided preference to the latter, on account of the short distance that many of the articles that would be conveyed by this Railway would be transported previously by navigation, in comparison to those self-same description of articles brought round the Cape to Halifax, together with the powerful opposition of the navigation to divide the profits.

But again the carriage of tea, silk, indigo, spices, &c., &c., from Canton to Britain is about 15,000 miles, and 2,500 miles from Britain to Halifax, with 1,500 to Windsor, C. W., total—19,000 miles, by the old route. From Canton to Victoria, at the mouth of Fraser's River, 5,600 miles; from Victoria to the north-west shore of Lake Superior, 1,500 miles; and from thence to Windsor, C. W., by steam-navigation, 600 miles, total—7,700 miles;—difference of distance in favour of the proposed route, 11,300 miles; a saving of almost *two-thirds*; or we may add 200 miles more to it, and make it 7,900 miles from Canton in China to Prescott, C. W.,—as it is as far from the north-west shore of Lake Superior to Windsor, as it is to the Terminus already described on the eastern shore of the Georgian Bay, named by me New Liverpool, and only 200 miles from thence to Prescott, and all can be performed by steam. The saving of dis-

tance, time, and money, must make this route beneficial in a mercantile point of view. The "*National Intelligencer*" estimates the value of tea consumed in Europe and America at \$35,000,000; and indigo at \$21,000,000. But again, sperm oil, obtained from whales killed in the St. Fuca Straits, and dried salmon, tallow, hides, &c., &c., sent to England, 20,000 miles sea voyage, re-shipped for Halifax, 2,500 miles; to Windsor, 1,500 miles, total 24,000 miles. The same articles, brought to the same place, by the proposed route would be—from Victoria to the north-west shore of Lake Superior (Trafalgar) 1,500 miles, from thence to Windsor, 600 miles; total, 2,100 miles; a saving of 21,900 miles: and to England, from the same place, a saving of 14,500 miles. Again, the benefit in a commercial point of view, by the conveyance of intelligence by steam navigation and telegraph!—from Canton to Victoria, steamers will be built that will accomplish the run in seventeen days—then electric telegraph across the continent to Halifax—and thence steamers, built on purpose, will make the run in seven days to the western shore of Ireland; thus, in twenty-four days, news will be carried from Canton or any other place (equi-distant) to the exchange in London, and in six days more passengers may arrive and confirm the news previously received by telegraph.

But there is still an objection to be noticed. It was said "that goods could be carried by navigation round the Capes cheaper than Railway over the continent."

In the first place, I always understood that interest on capital, and a quick return of expenditure, formed two very considerable items in commercial transactions. In this particular this route would unquestionably have a most decided preference, and as far as it goes, be beneficial commercially. Again from Canton round by the Capes of Good Hope and Breton to Halifax is about 17,000 miles. Now from Canton to Victoria at St. Fuca Straits is only 5,600 miles. If this is correct, a vessel might make three voyages to the latter place, in the same time, as she would make one to the former. Then as a matter of course, two-thirds of the insurance and price of freight, and interest on capital, would be saved. This also would be beneficial commercially.

The price of freight from Victoria at St. Fuca Straits, to Trafalgar, on Lake Superior, will be a problem not very difficult to demonstrate, putting it on a par with other Railways on this continent. The Ogdensburgh and Boston Railway Company advertise that they will transport flour from Ogdensburgh to Rouse's Point, 118 miles, for twenty cents, or one shilling Halifax per barrel. A barrel of flour, including the tare, on the average may be put at 210 lbs., which, without going into fractions, would be

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And further we have every reason to believe that if a proper expenditure be made in the first instance, in constructing the Railway, so as to have no steep gradients, that goods would be transported cheaper than the above, as we have incontrovertible evidence given before a committee of the Imperial Parliament, that the longer the line of Railway, the lower the price of the freight, and that short railways will not pay their own expenses; in this particular we may certainly claim the pre-eminence. And if I have failed to solve the problem, theoretically, that a Railway to the Pacific would be beneficial for commerce, I will venture to assert that within a very short period of time, the United States of America will prove practically to the world, the benefit both of colonization and commerce,—first, by offering increased inducements to emigrants to clear and cultivate their wild lands; and, secondly, by constructing a Railway to the Pacific, and engrossing the whole of the trade between the western shore of America and Asia, with their own shipping—similar to their whale fishery in the Pacific. How much already of the bone and sinew of the British nation have been induced to settle in the United States on account of their wild lands being sold at a lower price than in Canada West! It is true that some of the lands in Canada in certain parts have been reduced in price—but in other more promising localities the price remains *statu quo*—like the laws of the Medes and Persians unalterable—both with the Whig or Tory Government—a most suicidal policy in every point of view. Hear the sentiments of Lord Brougham on the subject:—

"Each nation derives greater benefit from having an increasing market in one of its own Provinces, than in a foreign country. The possession of remote territories is the only thing which can secure to the population of a country, those advantages derived from an easy outlet, or prospect of outlet, to those persons who may be ill provided for at home."

And Montgomery Martin concurs in the same opinion, for he says,—

"The duty of Government is, first, to regulate the stream of emigration, so that if a man be determined on leaving the United Kingdom he may settle in one of its colonies."

I have previously said, that the Lakes would soon be the heart of the North American continent, speaking commercially. I found my opinion on the extended navigation of those spacious waters, extending 600 miles from North to South, and 800 from East to West—washing the shores for thousands of miles of most fertile lands, with their tributaries, and outlets of natural and artificial navigation, Roads and Railways to the interior, and to the Atlantic seaboard. And as the several arteries, veins, &c. &c., receive the blood propelled from the heart, and diffuse it through the whole system,—so produce or manufactures from the Pacific, arriving at the terminus at Lake Superior, would be divided into innumerable channels of trade, and by them carried and distributed all over the continent. In the first instance, 300 miles of the South shore of the above-named Lake, with its different avenues of trade, which would be opened to a vast territory capable of sustaining several millions of inhabitants; and as soon as they descend into Lake Huron, two great arteries of commerce immediately present themselves—the one on the right hand, through Lake Michigan by Chicago, St. Louis, &c., by artificial and natural navigation to the Gulf of Mexico; and the other on the left hand by the legitimate course of the St. Lawrence waters and lakes, improved by the artificial navigation of the Welland Canal; presenting on its way to the Gulf of St. Lawrence various conveyances, in the shape of Canals and Railroads, to the American Atlantic cities; also numerous Railroads either in progress or contemplation. First, the Great Western, which is a continuation of the Grand Provincial Trunk line, and will run through from Windsor, Canada West, to Halifax, in Nova Scotia; the Michigan Central Railway; and also one to Toronto now in progress, and another in contemplation to Cobourg, *via* Peterborough. These two will be in communication with some of the Railways on the south shore of Lake Ontario, and convey produce by the valley of the Hudson to New York. And last, but not least, the contemplated Railway from the Eastern shore of the Georgian Bay to Prescott, *via* Perth, Smith's Falls, &c., by which passengers and freight destined for Europe, the British Provinces, and the Eastern States of America, will unquestionably be conveyed, on account of the great saving of distance, and consequently time and money.

But further to shew that I do not stand alone in the opinion of a Railway to the Pacific being beneficial for civilization, colonization, and commerce, I here insert an Address to the Home Missionary Society—

at the end of which I must call the reader's attention to the sum supposed by him to be necessary to accomplish the object.

THE FUTURE.

The Rev. Mr. CRESSEY, in an Address prepared for the Home Missionary Society, thus refers to the probable future history of our means of intercourse with the Pacific border, and far distant Asia:

"Look at our facilities for reaching Asia and all the mighty East. Whitney's project for a railroad to the Pacific is for the present abandoned. He has now gone to England to decide whether the proposition to superintend her great railroad through the Canadas, which she designs shall be continued on in her territories to the Far West, and reach the Pacific shores at Fuca Straits, opposite to Vancouver's Island. The route is said to be quite as feasible as that proposed by Mr. Whitney for us in the States, to start from Lake Michigan, and strike the Pacific at Paget's Sound; and the territory over which this proposed English road is to pass, is represented to be the finest wheat country in the world.

"It is true this project slumbers for the moment, but it is only the repose of the lion's whelp in his lair; or the infant giant on his massy couch; or the volcanic spark in Etna's bosom. The noble plan is gathering strength in the public mind. It may be opposed, and even ridiculed; but Copernicus, and Columbus, and Fulton, and Morse, were not wanting in strong opposers. In this day of tunnelling the Alleghanies, and bridging Niagara, and in enterprises that know no limit, that railroad will be built in some way or other, and that in a few years. And what must be the vast results upon the commerce of America, and of the world, and especially upon the conversion of the world? With this road completed, at thirty miles per hour, we can reach the Pacific at the Columbia river, or San Francisco, in 5½ days, allowing almost a day for delays. Thence to Japan is about 4,000 miles, which, with steamers at 12 miles per hour, would be accomplished in 9 days from our Pacific coast, or in 14½ days from New York. From our Pacific coast to China is 5,400 miles, requiring but 20 days, or from New York 25½ days. The sea voyage round the Cape is 16,000 miles, ordinarily requiring 130 days. From our Pacific coast Australia is 6,000 miles, which could be accomplished by steam in 22 days, or from New York in 27½ days. The sea voyage, more than 14,000 miles, requires upon an average 115 days. From our Pacific coast, Singapore, 6,660 miles, would require only 25 days, or from New York 30½; now the sea voyage, nearly 15,000 miles, requires 115 days. From our Pacific coast to Calcutta, 8,060 miles, would be accomplished in 28 days, or from New York in 33½ days, or from Liverpool in 44; but the sea voyage is nearly twice as far, and would require 70 days from Liverpool, and 80½ days more from New York.

"Now when our English merchants come to realize that they can save 70 days, and our New York merchants that they can save 80½ days time upon every cargo of teas and silks from China, think you that for such a vast national work the sum of 25,600,000 dollars, for constructing a road of 2630 miles, the funds will be wanting to accomplish this great highway to our Pacific shores? And when our Missionary Board find that they can save to the heathen

two or three months of the precious life of each Missionary, think you that the Church will be indifferent to such a vast object, so directly connected with the conversion of the world? The magnificent results of such a work overwhelm the mind, but they are nevertheless within our grasp. If in the contemplation of this vast public improvement there be not a realization of the sun standing still upon Gibeon, and the moon in the valley of Ajalon, there would be nationally an ENTIRE REVOLUTION OF THE COMMERCIAL WORLD UPON ITS AXIS. The Capes would nearly cease to be doubled; Asia would reach Europe, and Europe Asia, through the heart of America. America would become the thoroughfare—the depot of the world. These are results, however astounding, which we are to anticipate, and who can calculate their consequences upon our foreign missions? In 34 days we could bring all our foreign missionaries from Asia into this city, in one grand convention. Those foreign stations would be brought to our door, and visiting them would be but a matter of pastime. Our domestic, home, and foreign missions would cease to be marked by boundary lines, but they would delightfully mingle with each other, as the lights and shades of the bow, round about the eternal throne, constituting one bright halo of glory for the brow of Jesus of Nazareth."

By the preceding letter, 2630 miles of railway seem to be required; but according to the plan I propose, 1500 miles is all that will be necessary. For since Mr. Cressey wrote the address a Main Trunk Railway has been determined upon through Canada, entirely independent of the Pacific communication. 1500 miles, then, from Lake Superior to the Pacific, is all that is necessary. As to the connecting link between the Georgian Bay and the Main Trunk Line at Prescott, the Government have only to grant the land to the Company, and, as the *Ottawa Citizen* said, pass a short Bill, and that part of the communication would give them no more trouble. Mr. Cressey also speaks of the sum of 25,600,000 dollars; but when we reduce the distance of 2630 to 1500, we also must reduce the 25,600,000 dollars to almost half that sum.

But I must further observe, the anticipation of a Canal at the Isthmus of Suez will militate in some measure against the Pacific railway in the minds of some people, with respect to the trade with Europe, as it will shorten the distance to India, and prevent the circuitous voyage round Africa; but if this was accomplished, it would only be beneficial during peace, even without the intrigues of European powers, and their united influence to crush the trade of Great Britain. It would be subject to the caprice of 10,000,000 of Mahomedans, and artificial navigation is very easily destroyed. A few useless ships loaded with stone, and scuttled, would accomplish the object, and a hot-shot battery would prevent any shipping from raising the obstructions; and if it is not a perfect level, then of course there will be a

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sammit pond, and consequently locks, which could easily be blown up; and upwards of 70 miles in length of artificial navigation, in a foreign country, is not easily protected. It would require a Wellington with an army like that which drove the enemies of legitimacy from the confines of Portugal, until bayonets glittered in the streets of Paris,—and the gigantic mind of a Castlereagh to supply the blood and treasure its defence would cost. And to dream of continual peace in a degenerate world, composed of Mahomedans, Pagans, nominal Christians, and abominable idolaters, is a fatal delusion. Look to the continent of Europe. It is more like the smouldering of so many volcanoes, than the commencement of that happy period, "When they shall beat their swords into ploughshares, and their spears into pruning-hooks: Nation shall not lift up the sword against nation, neither shall they learn war any more."

We will now compare the route we have been endeavouring to point out through the North American continent, with the overland communication, so eulogized by the Quarterly Review:

"That extraordinary line of Steam communication between England and her Eastern possessions—(somewhat oddly called 'overland journey') of which Australia and New Zealand will hereafter form the extreme branches, the creation of the last twelve years. This communication has already acquired a sort of maturity of speed and exactness notwithstanding the enormous distances traversed, and the changes necessary in transit from sea to sea. The Anglo-Indian mail in its two sections, and including passengers and correspondence, possesses a sort of individuality, as the greatest and most singular line of communication on the globe. Two of the first nations in Europe, France and Austria, struggle for the privilege of carrying this mail across their territories. Traversing the length of the Mediterranean, it is received on the waters of the ancient Nile. Cairo and the Pyramids are passed on its onward course, the desert is traversed with a speed which mocks the old cavalades of camels and loitering Arabs. It is re-embarked on the Red Sea, near a spot sacred in Scripture history, the promontory projecting from the heights of Sinai. The shores of Mecca and Medina are passed in its rapid course down this great gulf, and it emerges, through the straits of Babelmandel, into the Indian seas, to be distributed there by the different lines, to all the great centres of Indian government and commerce, as well as to our more remote dependencies in the Straits of Malacca and the Chinese seas. There is a certain majesty in the simple outline of a route like this, traversing the most ancient seats of empire, and what we are taught to regard as among the earliest abodes of man, and ministering to the connection of England, with that great sovereignty which she has conquered or created in the East; more wonderful, with one exception, than any of the empires of antiquity, and perchance also more important to the great destinies of mankind."

I admire this description. It is grand and romantic, and for a speedy communication, both for Go-

vernmental and commercial despatches, will answer the purpose to the less remote possessions, during profound peace; but passing through France or Austria, nations keeping a standing army sometimes of half-a-million each, is very different to a route entirely on British territory, and promoting the cause of civilization and colonization, with their inseparable consequence, commerce, of which Great Britain stands so much in need, to give employment to her mechanics and artisans, and on which her peace and prosperity so much depend.

By way of recapitulation, I ask the question,—What does it require at present to have a communication from the Atlantic to the Pacific through British America, by navigation and railway. *Answer.* A canal at the Sault Ste. Marie, and 1500 miles of railway. Again I ask the question, What does it require to shorten the distance 500 miles? *Answer.* A railway from the Georgian Bay to Prescott, which a company will accomplish, without asking funds or guarantee from the resources of the Province. All they ask is a portion of the wild lands, and a charter.

The *Ottawa Citizen* published some time since an article, approving of the railroad scheme from Prescott to the Georgian Bay, and the grant of wild lands for the same. I insert it here, as it is much to the purpose; but most particularly so, when we consider that the Editor of that paper is better qualified to judge of the feasibility of a railway through that country, than any other man in Canada, from his practical knowledge of the route:

"The effects of a railroad, where the 'way business' is carefully attended to, (and it is found by most roads that this part of the business is the most profitable), are felt to the distance of twenty miles at least on each side of the road, in settling lands that would not otherwise become settled. Within twenty miles on each side of the Bytown and Prescott Railway there is an area of 2300 square miles of land, much of which is thinly settled, and a great deal more not settled at all. Let it be supposed that the railway will add two families to each square mile of this territory, and that each family contains six persons, upon the whole area the increase would be 27,600 persons, yielding a revenue of £13,800,—a sum sufficient to pay the interest upon £230,000, or more than the cost of the whole road. There is no possible way of denying that this will be the effect of the railroad, and every person at all acquainted with the country will at once admit that the estimate which we have made is below half what it ought to be.

"Taking this view of the subject, the proposal of the people of the County of Lanark to open out a Railway to the Georgian Bay by the proceeds of the sale of a tract of land upon each side of the road, to be granted by the Crown for that purpose, is a conception founded upon the most correct principles of political economy. Put this project in the way of being carried out, and a population of 300,000 souls, yielding a revenue of £150,000 per annum, will flow into the wilderness within ten years, where for the next century nothing will be heard but the howl

of the wolf, unless the Legislature is stirred up to attend to it at once. This vast and important tract of land will not be settled, perhaps for ages, unless facilities such as a railroad offers are afforded for transportation. It will not cost the country a farthing of ready money, nor the members of the House any greater amount of intellectual labour than that which is required in prosy debate over a short Bill. This is a matter of first importance in view of the increase of population and the settlement of the country, and deserving of the most serious and careful consideration of the Legislature and the Government."

I now close for the present my feeble efforts to agitate the great question of the *Highway of the World* passing through British America, with the fond hope that some Goliath in enterprise may seize the mighty project with an iron grasp, and bring it before the British public, and the Provinces of North America, in such an unquestionable shape, as to convince every individual interested in the mammoth scheme, of the practicability to accomplish, and the necessity of immediately commencing the stupendous undertaking, which would raise the British North American continent to an unprecedented height in the scale of the commerce of the world, and cement the bonds of union between Great Bri-

tain and her colonies, by the indissoluble rivets of reciprocal interest. It is the interest of the colonies to be under the wings of that powerful navy, which would enable them to extend their commerce to every clime. It is the interest of Great Britain to have a short and permanent highway through her own colonies to her distant possessions. This most desirable object commenced, and a Federal Union of the Provinces, with a representation in the Imperial Parliament, and the Lilliputian cry of *annexation* would be scattered to the four winds. British North America would become England's right arm, and the brightest and most precious jewel in Victoria's crown, and would be in reality, in every sense of the word, an integral part of the British Empire. And what would consummate the whole, would be a firm and friendly alliance of Great Britain and the United States of America. Then arts, science, literature, civilization, colonization, and commerce would have an open field before them, and the Anglo-Saxon race become the umpires of the globe.

I am, Sir, your obedient servant,

A. W. PLAYFAIR.

Bathurst, C. W., Nov. 16, 1852.

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